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Fourth Annual Review of the Commerce,
Manufactures, and ... Improvements
of Chicago for 1855 (pub. 1856)

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FOURTH

UNIVERSITY OF ILLINOIS

ANNUAL REVIEW OCT 20 1965

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COMMERCE, MANUFACTURES,

AND THE

PUBLIC AND PRIVATE IMPROVEMENTS

OF CHICAGO,

FOR THE YEAR 1855;

WITH A FULL STATEMENT OF HER

SYSTEM OF RAILROADS:

AND A GENERAL SYNOPSIS

OF THE

BUSINESS OF THE CITY.

COMPILED FROM
SEVERAL ARTICLES PUBLISHED IN THE DAILY DEMOCRATIC PRESS.

CHICAGO, ILLINOIS:
DEMOCRATIC PRESS STEAM PRINTING HOUSE, 45 CLARK STREET.
1856.

[See Page 80.]

S. H. KERFOOT & CO.,

SUCCESSORS TO REFS & KERFOOT,

REAL ESTATE AND STOCK BROKERS,

Negotiators of Loans, and

GENERAL COMMISSION AGENTS,

No. 48 Clark Street, Chicago.



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In fine, S. H. Kerfoot & Co. have always on their books, for sale, EVERY VARIETY OF REAL ESTATE, and invite the special attention of purchasers.

For References, etc., see page 81 of this Pamphlet.

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FIRST CLASS CHICAGO REAL ESTATE SECURITIES.

For particulars see page 81 of this Pamphlet.

HOUSES PAY A HIGH RENT IN CHICAGO.

We need DWELLING and BUSINESS Houses here, and persons owning or purchasing lots, can not only improve the value of their own ground by putting upon it a fair class of residence or business houses, but while they give character to the neighborhood in which their property is situated, they receive back at once a handsome revenue of from twenty to thirty-three per cent. upon the cost of the buildings.

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FOURTH
ANNUAL REVIEW
OF THE
COMMERCE, RAILROADS,
AND
MANUFACTURES OF CHICAGO.

FOR THE YEAR 1855.



COOK COUNTY COURT HOUSE.

COMPILED FROM
SEVERAL ARTICLES PUBLISHED IN THE DAILY DEMOCRATIC PRESS.

CHICAGO, ILLINOIS:
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FOURTH ANNUAL REVIEW

OF THE COMMERCE OF CHICAGO, FOR 1855.

The Commerce of Chicago.

The facts and figures which we spread before our readers this morning, showing to some extent the commercial transactions of Chicago for the year just closed, are truly wonderful. Much as has been said of the rapid growth of our city, extravagant as have seemed the predictions heretofore ventured respecting her destiny, notwithstanding her name has been in every one's mouth as a synonym of progress and of enterprise—still our annual review of her commerce for 1855 proves that the reality far exceeds in magnitude the seemingly most wild conjectures that have ever yet been indulged respecting her. Three years ago we ventured the prediction, that in five years from that time the annual grain trade of Chicago would reach 20,000,000 bushels. The tables which we publish to-day show that the prediction has been verified two years in advance. And yet, when we gave utterance to it, there were many who pronounced us visionary, and even our best informed citizens thought us entirely too sanguine. Look over our tables also and see with what wonderful rapidity the lumber trade of the city has grown up to its present astonishing magnitude. Only four years ago some of our best informed dealers thought the business had then reached its acme, and that future statistics would prove it. What are the facts? Four years ago the aggregate of the lumber business was 125,000,000 feet; for the year just closed it is 326,000,000 feet! Now, no one imagines that the acme has begun to be reached. And so we might go through with the leading articles of our commerce, with the amount of tonnage employed, with the growth of our manufactures, the progress of building and other substantial improvement, and show in ever particular an increase quite as gratifying and as far in advance of prediction as has taken place in the articles of grain and lumber.

The year just closed has marked an era in the history of our city. Commercial transactions on a scale of much greater magnitude than heretofore have characterized her business; an immense amount of wealth has been added to her resources, both by legitimate profit on the year's transactions and by influx of population; improvements of the most substantial and commodious character known to modern architecture have been made, giving to the business portions of the city an air of grandeur and permanence which it had never before worn; men of enterprise, of talent and of wealth have been attracted hither to swell the ranks of the professions, of commercial and manufacturing pursuits. And while this is true of the city, it is no less a fact that the country with which she carries on her immense commerce and which furnishes the basis of her prosperity, has improved in a corresponding ratio. In Illinois, Iowa, Wisconsin, Minnesota, and also in contiguous portions of Indiana and Michigan, a great influx of population has taken place during the past year. Large areas of fertile country have been reclaimed from a state of nature, and during the present year our groaning warehouses will give evidence of the reception of the "first fruits" of this virgin soil. Railroads have been extended during the year into regions hitherto commercially related with other centres, and henceforth their contributions will go to swell our annual aggregate of business. The completion of the Sant Canal has opened to the enterprise of our merchants and artisans the untold wealth of the Lake Superior regions, while initiatory steps have been taken to push forward our system of railroads into the same territory. Thus, whether we look at our city as she presents herself on this the first day of the year 1856, or to the country with which her railroads and water navigation place her in commercial relations, we see on every hand the existence of numerous ele-

ments of prosperity and rapid growth, evidences of a future which shall place our city's name among the most famous of the American continent.

The elaborate character of our commercial review renders it unnecessary to speak in detail here. There are the figures. Look at them, at their magnitude, at their increase over previous years. Then take the map and estimate the agricultural and mineral resources of the country which must for all time be tributary to her. Consider how small a portion of these resources have been developed, and how rapidly the process from this time forth must proceed, and then estimate from all these elements what the future has in store for our city. The proposition is a plain one—there are no unknown quantities in the equation. Any one may solve it. We give it to our readers here and abroad as a simple exercise, not to be spoiled by furnishing the answer in advance. If there be any one so stolid as not to be able to arrive at a satisfactory conclusion, let him come here—here in this month of January, in the heart of our winter season, when business in other cities is at a stand-still, and see the intense activity which everywhere prevails—our stores thronged with purchasers, our streets filled with hurrying vehicles, our sidewalks crowded with pedestrians, our railroads bringing in and carrying away immense amounts of freight, and pouring three times a day into the living current which eddies through our principal streets, thousands of men and women intent on business or pleasure—and then we think some faint conception of the reality will flash upon his mind. But we have said enough. Our city is here to speak for herself, and we send out this silent messenger to-day as one of the evidences which she has to offer that she is here for a grand and noble purpose.

Our Annual Review.

We present the readers of the Press this morning with our fourth annual Review of the business of Chicago, it being the eighth which has been issued under the supervision of one of the editors of this paper. Of the beneficial results which have followed the publication of these annual statements it does not become us to speak. That they have been the means of bringing the business, the wonderful commercial advantages, and the prospective greatness of Chicago prominently before the world, no one will deny, and that a large portion of our present population have been attracted hither by the facts thus brought to their knowledge, is conceded by all. If the growth and prosperity of the city of our adoption have to any extent been promoted by these labors, we take no merit to ourselves that it is so. Hundreds of our fellow citizens, in their respective spheres, have been quite

as active and unceasing in their efforts in the same behalf. But our position at the head of a journal gave to us opportunities possessed by no other class of citizens, to bring to light and to the general knowledge of the public such facts as have a bearing upon the present and prospective prosperity of the city and country, and had we, either through negligence, or dislike of the attendant labor, or through a failure to appreciate the responsibilities of our position, failed in any particular to avail ourselves of every such opportunity, we should have fallen just so far short of fulfilling the duty of good citizenship, and would be justly obnoxious to the public censure. We only claim, therefore, to have coöperated, by every means at our disposal, with our enterprising fellow citizens, in honorable endeavor to build up our city, and to make it in all respects worthy the just pride of every citizen.

Of the labor and expense of obtaining, classifying, and preparing for publication statistics of this character, no one who has not had the trial, can form any just estimate. The columns which follow have been in course of preparation the whole of the past year. The aggregates have been obtained at the expense of a deal of labor, in some cases after repeated trials before the facilities for getting them were placed at our disposal, and what does not occupy an inch of space has, sometimes, consumed whole weeks in the preparation. We regret to be compelled to say, that, in some instances, a lack of courtesy, a disposition to place obstacles in the way of our securing facts, an unwillingness either to furnish figures or to allow our assistants the privilege of compiling them, have met and for a time thwarted our efforts. But these instances were of comparatively rare occurrence. A large majority of our business men have manifested a becoming willingness to aid us where it was in their power to do so, to whom, in the name of the entire people whose interests are advanced by these publications, we offer becoming acknowledgments. We trust that hereafter we shall not have occasion to make any complaint respecting the want of coöperation on the part of business men, but that all will gladly place at our disposal such evidences of their respective operations as will enable us to arrive at completeness and accuracy in the general aggregate.

The commercial history of the year just closed is one of more than ordinary interest. Circumstances of great and unusual importance, more or less foreseen and anticipated a twelve-month since, have conspired to interrupt the business relations of the world, unduly influence prices, and in various ways affect the accustomed channels of trade. The United States of America have been, by the disturbances among other nations, thus far the gainers in a commercial point of view, and the western portion thereof by reason of its agricultural supremacy has

enjoyed a very large share of the advantages accruing from the belligerent position of other less peaceful Powers. Chicago, the central market and collecting and distributing point of the most fruitful and flourishing portion of the great North-West and South-West, has not failed to receive her full proportion of benefit.

At the date of our last Review the flattering array of facts and figures therein presented was a source of much congratulation among our producers, business men and citizens generally, and a source of no little surprise to our friends and to strangers abroad. The wide circulation throughout the entire world obtained for that simple display of facts, substantiated as it was by the indisputable evidence of figures, placed our city almost, or it might perhaps be said, quite, for the first time, in its true light before the inhabitants of both hemispheres. Flattering as were those evidences of rapid development and sure and permanent progress, we congratulate our readers upon being able now to present them with vastly more encouraging data still. For this purpose we propose not to enter into a long discussion of probabilities, speculations and prospects, but to condense in as brief a manner as possible a concise statement of what has already been accomplished, giving as far as practicable the ratio of advancement, and from these premises leaving every one to judge for himself as to the future destiny of our city.

The season of 1854 was subject to many business embarrassments, arising from imperfect facilities for transportation, and general want of adequate provision for the accommodation of the produce and merchandise exchange of the country, which have been during the last year more or less removed. The demands of the country are now better known and understood, and the experience of the two past years has resulted in prompting to a much more liberal estimate, and enlarged provision than would previously have been considered necessary or prudent. While our city may proudly point to the numerous improvements of the year within her borders, and to the noble accessions to her stores, warehouses and depots, which have been called into existence by the exigencies of the case, it must, nevertheless, be repeated, that the growth of the country which spreads away from her borders on every side, is still in advance of her own, and from all present indications bids fair for some time yet to lead her in the march of improvement. This is an element of permanent prosperity which, were it necessary, might be fully proved by facts and figures, and which speaks much for the future of our city and of the West.

The influence of railroads upon the progress of our State and of the vast territory contiguous, adapted as it is by nature for their advantageous construction, and only waiting for the communi-

cation they afford to spring at once into teeming life and animation, is without a parallel in the history of the world. The magnificent system which is here in the process of maturing and combining the aid of these powerful iron agencies, is nowhere equalled. The wave of population is rolling a mighty tide of subjugation over the prairies, groves and rivers of the West, consuming, producing and marshalling into existence a boundless array of wants, dependencies, reciprocities and business relations, which no man is competent to estimate in fact, or anticipate in figures. Hamlets, towns and cities are springing up like magic and realizing in a day the old time history of an age. The position of Chicago and her actual condition at the present moment is a sufficient guarantee that she is destined to be ere long acknowledged the undisputed mistress of the noblest country on earth. During the last year the citizens of country and city have been often called upon to join in festive celebration of a new link cemented, a new route opened, a new brotherhood of business, pleasure and interest united. Our iron arms have the past year been elongated by five hundred miles of direct linear extension, and the area of territory brought into direct relation with ourselves and with each other has been increased by more than one hundred thousand square miles. Connections have been formed with distant lines, both in the United States and Canadas, and time and distance materially abridged in every direction.

With respect to our navigable routes of communication there is, we are constrained to say, less that can be noticed by way of improvement. The opening of the St. Mary's Ship Canal giving as it does free egress to vessels and steamers from the great Lakes through the St. Mary River to the greatest of all, Lake Superior, is in this respect the principal event of the year. By this means the vast mineral wealth of the Lake Superior region is thrown open to the world and a new and most profitable field of enterprise extended to capital and labor. The advantages accruing to Chicago from this new acquisition are already apparent in the inception of various business enterprises based upon Superior mineral deposits, and in which our citizens are taking an active part. Companies have already been formed for the manufacture in this city of Lake Superior iron and copper, sites for the location of their works purchased, and every preparation made for an immediate prosecution of business upon an extensive scale. In the position of Chicago as regards the mineral region of Lake Superior may be plainly observed the most favorable conditions for future manufacturing prosperity. With the exhaustless iron mountains of the North on one hand, and the vast coal beds of the South on the other, connecting with both by easy navigable communication, and planted at

the very spot where may be commanded a superior market for the manufactured product, Chicago seems peculiarly adapted for the growth and encouragement of an immense iron trade; and that this is destined to be one of the elements of her future prosperity there can scarcely be a doubt. Our provision trade with Lake Superior is growing into a business of no little importance, and will, as a natural result of the more intimate relations now established, soon become greatly increased. Immediately upon the opening of the canal a line of steamers was put upon the route between Chicago and Superior City, with so much success and encouragement to the owners, that it has been decided to add several new first class steamers in the spring, and which have either been purchased or are now being built for the purpose. It affords us much pleasure to state, in this connection, that our city is indebted for this addition to her commercial facilities to the enterprise of Messrs. A. T. Spencer & Co. and Messrs. Hubbard & Hunt. These gentlemen waited not, nor asked, for any guarantee that the enterprise should not at the outset involve them in loss, but with an enterprise and a liberality that does them infinite credit, they embarked a large capital in the business, relying solely upon the future to compensate them for present losses. That their sagacity has not been at fault we are entirely convinced, and in the rapidly growing trade which our city will hereafter enjoy with this new and interesting field, the public-spirited firms above named will doubtless find themselves amply remunerated for their losses. It is with not a little pride that we point to this example of Chicago enterprise and business sagacity.

While Lake Superior with its whole extent of mineral wealth has thus been brought within easy reach, our navigable connection with the seaboard and with the East remains, it must be acknowledged, nearly in the same unsatisfactory condition as before. The apathy and indifference of the General Government, which can yet see no merit in the claims of the West, so steadily and respectfully urged for a long series of years, still condemns our merchant fleet to immeasurable delays and losses, which the judicious expenditure of a few thousand dollars would in a great measure prevent. While nearly \$300,000 revenue have been collected at the Port of Chicago alone during the past season, exclusive of the other north-western lake ports, not a single cent has been donated even to keep in repair the poor apologies of harbors which are the only return for this liberal sum. The tonnage of the vessels passed over the Flats of St. Clair up and down during the season of navigation recently closed, reached nearly 2,000,000 tons, and yet it has been found necessary to collect subscriptions in the various lake cities from private purses for the purpose of opening a sufficient channel to float

these magnificent and richly freighted barges. Meantime a nearer outlet to the ocean is being sought through the Georgian Bay by a ship canal thence to connect with Lake Ontario, which should it prove practicable will save five hundred miles of difficult navigation and open a grand route for the merchant fleets of the West, independent of the circuitous voyage by the St. Clair. The necessity of a more speedy and direct navigable communication with the seaboard is daily becoming more urgent, and with its accomplishment will be speedily established direct and regular interoceanic intercourse between Chicago and all the principal seaports of the world.

The Canadian Reciprocity Treaty which went into practical operation last spring has very favorably affected the business of Chicago and has given a new stimulus to several branches of business whose natural tendencies to Canadian exchange were previously checked by onerous duties. Several Canadian houses have been established in our city, and the business relations of the two countries have very materially extended and improved.

The principal new commercial feature of the year is the appearance in this market of foreign Governments, through their agents, as purchasers of grain and produce for direct consignment to Europe. It is not of course new or unusual for a portion of western produce to find its way ultimately to European consumers. This has previously been effected through the agency of speculators and middle-men, and has thus far followed the usual and ordinary course of trade. It is however a new, and by no means an unimportant feature, to find Europe a customer at our granaries, an operator in our Corn Exchange, and her consumers competing for their share of breadstuffs and provisions directly at the doors of our Western producers. The success which has attended the inception of this new movement speaks well for the wisdom of the policy which originated it, and the inducements and capacity which tend to the probability of its continuance. There are but few markets in the world where an outside party could step into the street and purchase at short notice, from one to two millions bushels of grain, with the ease with which it has recently been done in this city. In this movement may also be noticed another step in that westward "march of empire," which is gradually but surely releasing us from financial dependence upon the Eastern cities, and establishing in the heart of our continent a great central mistress of her own position and destiny. Should the efforts now making result in a shorter navigable communication with the ocean, the build of our lake vessels will be speedily accommodated to the purpose, and the sails which are here spread to the Western breeze, will need only be furled at their port of destination in the East. Already

shipments have been made from our docks direct for English ports, and the day is confidently looked forward to when this will be a matter of daily occurrence. Chicago is already acknowledged the greatest grain shipping port in the world. In consideration of the fact that an aggregate of 20,500,000 bushels of grain has been here purchased and sold, or in some manner, negotiated, exchanged or controlled during the last year, and that an increased quantity will in all probability be handled the next, may she not also soon claim to be the greatest grain market in the world.

In prices the season has been the most liberal ever experienced at the West. The range of market rates was last year most encouraging to agriculturists, and beneficial in its effects upon the general welfare of the country; but satisfactory as it was, the year just closed has witnessed in almost every article of Western export an important advance over last year's prices. It will therefore be readily understood that the general condition of our whole country is most flourishing. There has probably never been a period in the history of the West when there has existed more general independence and freedom from embarrassment than now. In many other respects the season has been more favorably attended than the one previous. Many vexatious impediments which were last year submitted to, have been the present entirely escaped, and the general current of business has flowed on in a more nearly even and uninterrupted tide of prosperity. The crop of the country has largely improved, both in quantity and quality, and the facilities for its disposal have been proportionally increased. The health of the country has been more generally good, and while entirely immunized from the afflictive pestilence which has laid waste some of our sister cities of the Union, we have even enjoyed an unusual freedom from disease of every character. Every branch of legitimate business has prospered, in many cases far beyond the expectations of its undertakers, and in all important respects the year has been one of unexampled prosperity to our city and to the country at large.

But we proceed to present a few figures representing the amount and direction of the business of Chicago, as compared with previous seasons, and which will enable the reader to more readily decide upon the true position to which our city is entitled. It is proper to remark that the real business of the year is without doubt more or less in excess of the figures hereinafter given, as in the present unsettled order of things, the "fast" traits of our city are more to be remarked in the rush and hurry of business pursuit, than in the record of its accomplishment. While the following figures, prepared with much care, represent so much of the business of the year as

can be with certainty vouched for, there is probably much more for which there are no available figures at all.

In the tables of receipts and shipments accompanying this review the figures credited to the Galena & Chicago railroad include also the receipts by the Chicago, Burlington & Quincy railroad and the main trunk of the Illinois Central railroad.

--- FLOUR.

It is unnecessary to advert to the various circumstances which conspire to render Chicago a Flour market of no inconsiderable importance. The same features which render her eminent as a point for the collection of Wheat, are applicable in no less degree to the manufactured product. The receipts of both flour and wheat for the last season, though largely in excess of any previous year, were, nevertheless, considerably reduced from what they would, under ordinary circumstances, have been, by the unusual demand which, in the early part of the season, existed on the Southern rivers, and which drew off through St. Louis a large quantity which would otherwise have found its way to this market. Shipments of wheat were even made from here to St. Louis, thus exactly reversing, for a brief period, the usual course of trade.

A review of the flour trade of Chicago for the past few years, shows a very satisfactory increase. In 1852 the whole quantity of flour brought to this market, not including that manufactured in the city, was 53,327 bbls., and in 1853, only 48,247 bbls. In 1854 the total reached 158,575 bbls.—an increase of 110,323 bbls. over the preceding year, and owing in a great measure to the improved facilities for reaching market afforded by newly-constructed railroads.

For the year just closed we have a further increase of 82,087 bbls., or an aggregate of 240,662 bbls. Receipts by the Galena Railroad, which last year more than doubled those of the year previous, have again more than doubled those of last year, now reaching 129,843 bbls., while its principal competitor—the Rock Island Road—has only gained about 10,000 bbls. over its receipts of last year, the latter road being more affected by the Southern demand before alluded to, and which, during a part of the season, undoubtedly tapped some of its resources at the head. Receipts from all sources for the year, including city manufacture, average for each business day a fraction over 1,023 bbls. per day, or an increase of 323 bbls. per day over last year. The manufacture of the three principal city mills, viz: the "Adams Mill," the "Chicago Mills," and the "Hydraulic Mills," reaches 79,650 bbls., an increase of over 13,000 bbls. for the year. The Hydraulic Mills have been in operation for only a part of the year, having

been idle from the 28th of September, 1854, to some time in July, 1855. Herewith is presented the comparative total receipts and shipments of Flour for each month of the last two years :

MONTHLY RECEIPTS AND SHIPMENTS OF FLOUR FOR TWO YEARS.

	1854.		1855.	
	Rec'ts.	Ship'ts.	Rec'ts.	Ship'ts.
January.....bbls.	3,849	377	16,229	18,861
February.....	5,396	1,148	11,914	6,802
March.....	4,927	583	17,535	13,462
April.....	4,913	4,913	15,794	17,223
May.....	19,057	15,039	13,794	16,377
June.....	19,218	16,412	22,905	10,425
July.....	15,210	12,216	14,385	8,845
August.....	8,676	4,013	19,825	8,425
September.....	15,302	7,790	31,459	24,426
October.....	22,181	9,512	28,333	15,160
November.....	27,654	20,017	80,115	19,245
December.....	18,859	15,528	18,750	7,048
	158,575	107,627	210,662	163,419
Manufactured by City Mills.....	66,000		79,650	
On hand and consumed in the city.....		116,948		156,893
Total.....	224,575	224,575	320,312	320,312

The largest receipts, as for the year previous, were in the months of June, September, October and November. By Canal the receipts of the year are less than for the one previous by over 4,000 bbls. By the Chicago Branch of the Illinois Central, which last year brought no Flour, we have this year the first fruits, amounting to 11,308 bbls. In the following table is given the comparative receipts of Flour, and the sources from which they were derived, for four years :

RECEIPTS OF FLOUR FOR FOUR YEARS.

	1852.	1853.	1854.	1855.
By Lake.....bbls.	2,875	2,295	5,158	4,885
" Canal.....	1,846	7,223	17,029	13,219
" Galena R. R.....	44,316	30,702	62,915	129,843
" Mich. S. ".....			963	1,031
" Mich. C. ".....	4,300	7,411	2,036	1,657
" Rock Is. ".....			68,751	78,343
" Ill. Cent. ".....				11,308
" Ill. & Wis. ".....				356
" C. & Miss. ".....			1,129	
Manufact'd in city.....	70,979	82,583	66,000	79,650
Total.....	124,316	131,130	224,575	320,312

The principal shipments of Flour from this place are made by Lake, and by the Michigan Southern and Michigan Central Railroads. That taken away by other roads is small in comparison, and consists of only a few barrels, generally for consumption upon the line of the road, at short distances from this city. More or less is received and taken away by teams, of which no account is attempted, the whole amount being comparatively unimportant. It is not improbable that ere long considerable quantities of Flour may be taken South during the winter months, from this place, and from other points along the line, by the Chicago Branch of the Illinois Central Railroad. It is not known that any has been thus dispatched the present winter, and, if any, the quantity is not probably very large. The following are the shipments and disposals of flour for three years past :

SHIPMENTS OF FLOUR FOR THREE YEARS.

	1853.	1854.	1855.
By Lake.....bbls.	70,984	58,573	77,082
" Canal.....	1,107	620	373
" Galena Railroad.....	445	3,394	2,825
" Mich. S. ".....		27,965	31,395
" Mich. C. ".....	661	15,476	51,041
" Rock Is. ".....		457	694

" Ill. Cent. ".....	988	1,736	.....
" Ill. & Wis. ".....	.....	95	160
" C. & Miss. ".....	.....	10	.....
City consumption and balance on hand.....	56,940	116,948	156,893

Total..... 131,130 224,575 320,312
The appended table shows the shipments of flour from this port by Lake, for a series of years.

SHIPMENTS OF FLOUR BY LAKE FOR TWELVE YEARS.

Year.	Bbls.	Year.	Bbls.
1814.....	6,320	1850.....	100,871
1815.....	13,752	1851.....	72,406
1816.....	29,405	1852.....	61,196
1817.....	32,518	1853.....	70,884
1818.....	45,200	1854.....	58,573
1819.....	51,309	1855.....	77,082

The market for flour was higher in 1854 than it had before been known for a series of years, higher in fact than it had ever been since the commencement of its export from Chicago. During the year 1855 the average range of prices has been still higher than for 1854. From 1851 to 1852, the average advance per barrel was about two dollars. In 1853 prices went up another dollar, and in 1854 the range of market rates was still higher by two to three dollars per barrel, reaching the highest price during the months of July, September and October. During the last year the market has ranged at an average of about one dollar higher still than the rates of 1854. The stock of old wheat in the country was very nearly exhausted at the close of the season of 1854 so that at the commencement of last year there was very little remaining in first hands, and what there was was very generally of an indifferent quality. Milling wheat was therefore in great demand at good prices. The uncertainty at that time attending the success of the coming crop, and the fear of a failure, held back much that would otherwise have come into market, and in addition, the possibility of an excessive European demand, all contributed to enhance the value of wheat and of flour. Later in the season, when it became evident that there was to be a large crop, and before it had been damaged by unfavorable harvest weather which afterward occurred, prices began to fall off. It will therefore be noticed that the highest price prevailed during the months of May and June, the closing prices of the year being not very materially different from those at the close of the year before. Since the last wheat harvest the quality of the various country brands offered in this market has materially improved. Among them are many of very superior manufacture, and included in those made from winter wheat, are not a few to which the best "Extra Genessee" will bear a poor comparison. Indeed there is little doubt that the reputation of Genessee Flour has the last season been preserved in a great measure by the assistance of what should have been more correctly branded "Extra Illinois." The flour market of Chicago is yet subject to various inconveniences which will probably in time be remedied. Every dealer is here his own inspector, and pur-

chases and sales are made by sample entirely. In the table below is given the prices of Flour for four years. For the three years previous to 1855, the rates given are those of the two principal brands manufactured at our city mills, and are probably a shade higher than would have been realized for country brands at the same time. For 1855 the rates given are for country No. 1, Superfine and Extra. There have been constantly on the market several brands of double Extra, made of pure winter wheat, which have sold in moderate lots and small parcels in a great measure for city trade, at from fifty cents to one dollar per barrel above the outside prices given in the table. The best brands of Chicago manufacture have also been held at fifty to seventy-five cents per barrel above the rates below given. The figures are those ruling in the market on the first day of each month.

PRICES OF FLOUR FOR FOUR YEARS.

	1852	1853	1854	1855
January....	\$2.25@4.00	\$3.50@4.00	\$5.00@5.50	\$6.50@7.50
February....	2.25@4.00	4.00@5.00	6.25@6.75	6.50@7.50
March.....	2.50@4.25	3.50@4.75	6.75@7.25	6.50@7.50
April.....	2.50@4.00	3.25@4.50	6.75@7.25	7.00@7.75
May.....	2.25@4.00	3.50@4.75	6.75@7.25	8.50@9.75
June.....	3.00@4.25	3.50@4.75	7.25@7.75	8.25@9.25
July.....	2.25@4.00	3.50@4.75	7.75@8.25	7.75@8.75
August.....	2.50@4.00	3.75@4.75	7.25@7.75	7.25@8.25
September..	2.50@4.00	3.50@5.00	7.75@8.25	6.25@7.25
October.....	2.75@4.75	5.25@6.25	7.75@8.25	6.00@7.25
November..	2.75@4.75	4.75@5.75	7.25@7.75	7.75@9.00
December..	3.25@4.75	4.50@5.50	7.25@7.75	7.25@8.00

WHEAT.

Within a very few years the wheat crop of the Western States has increased to an almost incredible extent. Upon this and kindred matters the latest U. S. Government returns afford but a slender criterion upon which to judge of the present production. The wheat crop of the State of Illinois for 1849, which it is well known was less than an average, is given by the U. S. Census returns at 9,414,575 bushels. The crop of 1855 is without doubt double that of 1849. From most reliable returns in our possession, the estimate of the crop of the State, as published in this paper a few days since, is placed at 20,000,000 bushels, and this estimate is believed to be under rather than over the actual yield. No better evidence of the increase of the crop of the State, and what is true of this State is, in a less degree perhaps, true of other Western States, than the receipts at this point for the last few years. In 1852 the total receipts of wheat at this place were less than 1,000,000 bushels. In 1854 it was thought to be a wonderful increase when they had swelled to 3,038,955 bushels; and so indeed it was. But what shall be said now when the figures for the last year give us a total receipt of 7,535,097 bushels, and a shipment of 6,298,155 bushels—an amount exceeding that of any other port in the world.

The Galena Railroad with its branches takes the lead as a wheat collector. In 1854 it brought to this city 1,391,163 bushels, which was considered a good enough business, but this last year it has brought no less than 4,513,202 bushels.

It must be borne in mind, however, that this includes the amount received by the main trunk of the Illinois Central and by the Chicago and Burlington line of road. Receipts by lake now amount to a mere trifle. By canal receipts have fallen off 143,173 bushels, owing to causes previously alluded to. There are several other promising routes centering at this city, which are destined in future to contribute most liberally to the supply. Their increase for the last year is only a hint at what may soon be expected at their hands. The Rock Island Railroad, which last year gave us 293,270 bushels, now foots up 990,689 bushels. The Chicago Branch of the Illinois Central last year bringing only 30,352 bushels, now reaches 771,651 bushels, and the Illinois and Wisconsin has increased from 36,123 bushels to 124,379 bushels with the disadvantage of only having been opened for business the present season since July. The receipts by the Chicago and Mississippi Railroad last year, given separately, are now included in those of the Rock Island and Illinois Central, as they have reached this city over the tracks of one or the other of those roads. Our Wheat crop of last season suffered in common with that of the country generally from rainy and unfavorable weather at harvest time, from which cause the receipts of the year have been considerably curtailed. With the constant increase of land under cultivation, the extension of railroads and general advance of the country, it is reasonable to expect for the coming season a still greater return. The following table will give at a glance the current of Wheat flowing through this market for the last two years:

MONTHLY RECEIPTS AND SHIPMENTS OF WHEAT FOR TWO YEARS.

	1854.		1855.	
	Recpts.	Ship'ts.	Recpts.	Ship'ts.
January, bush....	131,581	46,656	201,473	85,362
February.....	139,140	47,728	113,121	19,687
March.....	62,562	58,286	110,237	43,063
April.....	39,067	91,578	159,995	200,980
May.....	1,042,832	299,628	155,441	393,434
June.....	173,588	228,780	208,429	180,343
July.....	45,308	97,330	125,603	178,109
August.....	90,738	3,130	1,035,183	412,360
September.....	202,512	274,314	1,681,004	1,028,006
October.....	370,684	355,472	2,363,536	1,554,514
November.....	280,279	470,744	1,011,882	1,248,794
December.....	140,964	93,049	90,193	50,000
Total.....	3,038,955	2,106,725	7,335,097	6,298,155
By Teams say.....	200,000		200,000	
Floured in City.....		330,000		398,250
On hand, consum'd, ship'd and unaccounted for.....		402,290		838,692
Total.....	3,038,955	3,038,955	7,335,097	7,335,097

The comparative quantity and direction from which the supply is received will be shown by the table given below. It will be noticed that the receipts by routes leading South from this point, and Southwest, through the fertile prairie regions, are rapidly increasing. What has thus far been received can hardly be taken as any basis for future prospects, inasmuch as both roads and country are new and but just opened. The actual future will probably exceed any estimates

that would now be credited. The first new wheat of the season was received from the vicinity of Jonesboro, on the Illinois Central Railroad, and some of the very choicest winter wheat which was received in market during the season came from the same neighborhood:

RECEIPTS OF WHEAT FOR FOUR YEARS.

	1852.	1853.	1854.	1855.
By Lake, bush.....	139,251	62,031	12,279	4,946
" Canal.....	108,597	352,163	1,096,194	923,021
" Galena R. R.....	504,506	901,366	1,391,163	4,513,202
" Mich. S. R. R.....			3,875	2,270
" Mich. C. R. R.....	13,503	15,081	4,300	4,939
" Rock I. R. R.....		44,115	293,270	990,189
" Ill. Cent. R. R.....		14,789	30,352	771,651
" I. & Wis. R. R.....			36,123	124,379
" C. & Miss. R. R.....			1,379	
" Teams.....	180,749	297,980	200,000	200,000
Total.....	807,496	1,687,465	3,038,955	7,535,047

The shipments of the year amount to 6,298,155 bushels, an increase over last year of 4,191,430 bushels. It is probable that the shipments in reality considerably exceed the figures above given, as after allowing for the quantity floured in the city there still remains a large balance unaccounted for. A part of this may be charged to the account of one or two small flouring mills in the city for whose business we have no returns, a part to unreported shipments, and the rest to balance on hand. 20,000 bushels for instance have been shipped since the close of navigation for Europe by way of New Orleans, leaving this city by the Illinois Central railroad. This amount is not included in the shipments as above, and there are doubtless numerous other parcels disposed of in various ways, at which we have no means of arriving. The total shipments are probably in the vicinity of six and a half millions of bushels.

SHIPMENTS OF WHEAT FOR FOUR YEARS.

	1852.	1853.	1854.	1855.
By Lake, bush.....	636,196	1,206,163	1,650,489	5,719,168
" Canal.....	807	1,618	863	59,880
" Galena R. R.....			3,358	
" Mich. S. R. R.....			125,127	176,533
" Mich. C. R. R.....		162,267	323,976	342,288
" Rock Island R. R.....			248	286
" Ill. Cent. R. R.....			44	
" C. & Miss. R. R.....			620	
Flourcd by C. Mills.....	258,493	372,745	350,000	398,250
Used by distillers.....	13,000	3,000		
Ship'd, consumed, on hand and unaccounted for.....			492,230	808,692
Total.....	937,496	1,686,796	3,438,955	7,535,097

The shipments of Wheat by Lake from this port for a series of years commencing with 1842 are as follows:

SHIPMENTS BY LAKE OF WHEAT FOR FOURTEEN YEARS.

Years.	Bush.	Years.	Bush.
1842.....	586,907	1849.....	1,906,264
1843.....	688,967	1850.....	883,644
1844.....	691,804	1851.....	447,690
1845.....	926,860	1852.....	625,496
1846.....	1,159,591	1853.....	1,206,163
1847.....	1,974,394	1854.....	1,250,489
1848.....	2,160,800	1855.....	5,719,168

The market for Wheat has, during the past season, ruled remarkably high. The average ruling rates have been considerably higher than in 1854, and the market has been very firmly sustained throughout. The lowest limit touched for common Spring Wheat was about the first of August or immediately succeeding harvest when it was anticipated that an abundant new

crop might seriously depress prices, and buyers were therefore extremely cautious. The damage which resulted from wet harvest weather soon proving to be more disastrous than at first anticipated, the market immediately rallied and from that forward continued firm and active at good prices. The damage to the wheat crop of Illinois was vastly less than that to the crop of the Eastern States. This was in a great measure owing to its early ripening, which put it out of the way of the rains which came late and after much of the crop was safely secured. The good quality of Illinois wheat soon brought numerous buyers from less fortunate States, and our choice sample of both Spring and Winter were eagerly contended for by millers and others from the States of Michigan, New York and elsewhere. The high prices at which the market ranged was productive of considerable nervousness among operators, many of whom were in constant fear of a decline, but various circumstances combined to keep up prices beyond all previous precedent, and large profits were realized by many purchasers who had invested early, while sellers for future delivery at moderate figures found themselves in an unfortunate situation. Considerable excitement existed in the market taking its origin from the time when the deficit in other wheat growing States became known, and reaching its height during the first two weeks in October, when rapid and important fluctuations succeeded each other almost daily, creating a host of fortunates or unfortunates as they chanced to be on the up or down side. The fame of Chicago as a favorable point for the purchase of Breadstuffs had become generally known in Europe, and presently agents of those needy governments were found in our midst quietly competing with other customers for a share of our receipts for direct consignment by the nearest possible route. Hundreds of thousands of bushels were soon on their way to France and England, and with such success was the measure attended that purchasers still continue to be made, and are now since the close of Lake navigation finding their way seaward via the Illinois Central Railroad, Mississippi River and New Orleans. Our farmers and producers may well be congratulated upon the existence of a condition of things which provides them with a full supply of liberal customers almost at their very doors.

The following table presents the comparative prices of Spring and Winter Wheat in this market for the last three years:

PRICES OF WHEAT FOR THREE YEARS.

	1853.	1854.	1855.
Spring, Winter, Spring, Winter, Spring, Winter.			
Jan.....	70 76 86	82 85 96 115	108 120 112 140
Feb.....	75 80 86	85 117 120 130 140	112 118 120 150
Mar.....	70 76 86	85 104 106 124 130	113 122 120 155
Apr.....	75 80 86	80 100 100 112 120	135 145 145 160
May.....	70 76 86	90 125 130 140 150	145 160 190 2 0
June.....	70 76 86	90 125 130 140 150	165 170 175 200
July.....	75 80 86	90 125 130 140 150	165 175 160 185
Aug.....	80 82 86	95 96 110 140 150	100 110 135 150

Sept.	65@ 82	80@ 90	100@ 120	130@ 140	107@ 110	115@ 145
Oct.	91@ 100	10@ 113	90@ 105	130@ 140	129@ 130	135@ 165
Nov.	86@ 90	95@ 105	120@ 125	130@ 145	145@ 148	153@ 175
Dec.	85@ 90	95@ 100	100@ 110	112@ 125	125@ 135	150@ 165

CORN.

The Corn crop of the State of Illinois is a theme of no meagre proportions. There is no country in the world which, in promise, can begin to equal it. In comparison Ancient Egypt descends to a subordinate position, and Pharaoh's elevators would find their match to handle half of it. Upon all other productions of the State there seems to be some little use in estimates, but when we come to corn, figures appear to be dismayed. The same estimate which places our wheat crop for 1855 at 20,000,000 bushels gives the corn crop at 180,000,000 bushels. Whether this is over or under the actual quantity cannot at present be certainly determined. The corn crop of 1854 from which the supply of the last year has been received was almost a failure, owing to excessive drouth, and the common expression of the country in speaking of the crop was to the effect, that there was "no corn." So general was this expression that at the date of our last yearly review considerable doubt existed as to the possibility of the receipts of 1855 equalling those of the previous year. A comparison however of the receipts of the two seasons shows that so far from decreasing, those of the last year exceed those of the previous one by over one million of bushels. The crop of 1855 is the largest ever before raised in the State, and from this the supply of the coming season is to be derived. We may therefore confidently predict such a surplus of Corn for the next twelve months as has rarely if ever before been collected at any one point in the universe. Here are the figures for the last two years.

MONTHLY RECEIPTS AND SHIPMENTS OF CORN FOR TWO YEARS.

	1854.		1855.	
	Receipts.	Shipments.	Receipts.	Shipments.
Jan. bush.	15,241	3,417	31,500	4,243
February	72,003	21,030	38,572	6,440
March	825,111	16,130	283,003	18,541
April	448,298	489,378	586,335	162,627
May	589,157	705,777	988,352	1,278,580
June	604,586	612,415	1,539,169	1,601,047
July	929,665	678,168	1,795,615	1,546,434
August	1,263,598	9,555,44	1,158,408	1,346,090
September	1,353,236	1,422,085	1,062,373	1,135,813
October	1,022,462	1,046,549	333,104	340,484
November	576,194	810,816	19,636	70,350
December	61,432	69,082	29,610	6,636
	7,290,753	6,857,299	8,392,377	7,517,425
By Teams say	200,000	18,500	200,000	30,370
Ground by C. Mills		100,000		200,000
Used by distillers				
Consum'd. on hand and unaccounted for		534,354		784,382
Total	7,490,753	7,490,753	8,592,377	8,592,377

The Illinois and Michigan Canal has always been until the last season the principal source of the Corn supply of Chicago. The drouth of 1854, however, greatly crippled its resources, and while it has, therefore, fallen off in amount, the Galeua railroad, with its sure and steady progress, and its increase for the year, of 1,723,876

bushels, has overtaken and for once exceeded the Canal. Another season will however doubtless restore the Canal in a great measure to its former position, though it may be doubted if it will ever again so far lead the Galeua road as in previous years. The Rock Island road has fallen off, while the Illinois Central, as was to be expected, has considerably increased. Both these roads, and the latter one particularly, may be expected to prove very large contributors to the Chicago Corn Market. We give the comparative receipts of Corn by different routes for the last four years:

RECEIPTS OF CORN FOR FOUR YEARS.

	1852.	1853.	1854.	1855.
By Lake, bush.			1,808	
Canal	1,810,830	2,481,734	4,396,935	3,701,441
" Galeua R. R.	671,961	228,505	2,068,743	3,701,619
" Mich. C. & N. W.		1,823	552	8,918
" Rock Is. R. R.		17,862	564,557	350,122
" Ill. Cent. R. R.		3,595	224,566	472,654
" Ill. & Wis. R. R.			56,574	37,622
" C. & Miss. R. R.			1,982	
" Teams	508,220	126,320	200,000	200,000
Total	2,991,011	2,809,339	7,490,753	8,592,377

The Lake continues to be of course the principal route by which Corn is forwarded from this place. The accompanying table will show the disposition made of Corn for three years past:

SHIPMENTS OF CORN FOR THREE YEARS.

	1853.	1854.	1855.
By Lake, bush.	2,739,552	6,626,054	7,439,359
Canal		1,725	
" Galeua Railroad		13,305	
" Mich. Southern R. R.		12,812	4,189
" Mich. Central R. R.	40,676	184,003	74,177
Ground at City Mills		18,500	50,370
Used by Distillers	81,000	100,000	200,000
On hand, consumed and unaccounted for	8,111	534,354	784,382
Total	2,899,339	7,490,753	8,592,377

Shipments of Corn from this place by Lake since 1837, are as follows:

SHIPMENTS OF CORN BY LAKE FOR NINE YEARS.

Years.	Bush.	Years.	Bush.
1847	67,315	1852	2,739,552
1848	550,400	1853	2,739,552
1849	644,815	1854	6,626,054
1850	292,013	1855	7,439,359
1851	3,221,317		

Prices of Corn in this market have during the last year ruled higher than ever before known since it became a point for exportation. The highest figure was reached about the first of June, and from that time onward, throughout the season, until the close of navigation, the most liberal prices continued to be paid. An average yield of Corn in Illinois is fifty bushels per acre. Let any one who is practically familiar with the cost of its production in a genial climate like our own, figure up the net profit which remains to the producer, after realizing a sale at 70@75c., per bushel, in as convenient a market as Chicago, and he need not long be in doubt as to the good policy of an investment in Illinois farming lands. Let him further, if he will, multiply the crop of the State available for export, either in corn or in pork, by the margin referred to, and he has a long array of figures which, while they represent the Corn revenue of the State will, we doubt not, astound him by

their magnitude. Below given are the prices of Corn in this market on the first day of each month for four years past:

PRICES OF CORN FOR FOUR YEARS.				
Per bushel of 60 lbs.				
	1852.	1853.	1854.	1855.
January.....	36@38	48@55	31@40	43@44
February.....	31@34	38@41	45@46	@51
March.....	32@34	40@45	49@50	50@51
April.....	32@34	39@40	47@44	54@55
May.....	32@34	40@46	43@45	57@59
June.....	32@37	45@50	45@46	70@71
July.....	32@37	47@50	50@51	@73
August.....	32@37	54@65	64@65	71@72
September.....	50@52	54@61	60@61	68@69
October.....	50@53	54@55	54@55	73@74
November.....	48@50	47@48	49@47	@50
December.....	56@58	47@48	49@47	@50

OATS.

Receipts of Oats for the last year show a decrease of 1,247,197 bushels. The crop of 1854 was very much less than the average, and receipts during the early part of the season were light from this cause. Owing to the high prices of other grain, there is also less disposition to engage in the cultivation of Oats, and very many farmers barely raise sufficient for their own use. Another reason for the deficit may exist in the truth of a complaint that has been made against country grain-dealers that Oats have been by them pretty freely used as an alloy for other higher priced grains. It is certainly much to be regretted that any cause for such complaint should exist, and there is no doubt but that the loss to the interests of producers and dealers, as a class, by such a course is in time much greater than the gain.

MONTHLY RECEIPTS AND SHIPMENTS OF OATS FOR TWO YEARS.

	1854.		1855.	
	Receipts.	Shipments.	Receipts.	Shipments.
January, bush.....	62,495	9,323	24,196	1,670
February.....	152,365	24,056	47,584	3,291
March.....	110,949	16,521	88,001	2,713
April.....	81,511	41,521	322,205	28,397
May.....	527,188	404,376	555,557	487,438
June.....	648,718	634,721	474,321	566,478
July.....	648,074	673,060	132,119	288,765
August.....	291,043	280,472	206,390	128,800
September.....	334,294	229,772	113,974	120,020
October.....	601,087	449,396	327,025	111,830
November.....	405,009	357,288	109,351	128,787
December.....	45,209	37,157	52,697	11,300

By Teanissaw.....	3,794,385	3,220,987	2,547,188	1,889,538
City consumption.....	400,000		400,000	
on hand and unaccounted for....	....	961,388	....	1,057,650
Total.....	4,194,385	4,194,385	2,947,188	2,947,188

The principal receipts of Oats for the last two years have been by Canal and Galena Railroad, the latter taking the preference. The Illinois Central is the only route by which the receipts of the year have increased.

RECEIPTS OF OATS FOR FOUR YEARS.				
	1852.	1853.	1854.	1855.
By Lake, bush.....				66
Canal.....	813,761	971,350	1,556,330	1,030,390
Galena R. R.....	674,981	472,829	1,772,650	1,107,268
Mich. S. ".....		273		211
Mich. C. ".....				3,064
Rock Is. ".....		11,810	258,371	146,323
Ill. Cent. ".....		16,779	118,012	221,386
Ill. & Wis. ".....			77,732	49,576
C. & Miss. ".....				153
Total.....	581,267	402,729	400,000	400,000
Total.....	2,089,031	1,875,770	4,194,385	2,947,188

The bulk of shipments are by Lake, and next in order of quantity by Michigan Central Railroad.

SHIPMENTS OF OATS FOR THREE YEARS.

	1853.	1854.	1855.
By Lake, bush.....	1,653,842	2,939,715	1,821,435
Canal.....	483	1,001	1,001
Michigan S. R. R.....	114,169	89,733	1,001
Michigan C. ".....		223,469	65,283
Rock Island ".....			139
Illinois Cent. ".....			67
Consumed, on hand, &c.....	127,276	964,398	1,058,550
Total.....	1,875,770	4,194,385	2,947,188

SHIPMENTS OF OATS BY LAKE FOR NINE YEARS.

Years.	Bush.	Years.	Bush.
1847.....	38,892	1852.....	2,030,317
1848.....	15,261	1853.....	1,653,842
1849.....	26,849	1854.....	2,939,715
1850.....	15,841	1855.....	1,821,435
1851.....	665,827		

The market for Oats opened high at the commencement of the season, owing to light stock remaining from the crop of 1854; as before noticed, and continued very firm until September, when prices fell off, and the year closes quite dull and with only a moderate demand for city and local trade. The following is a table of prices for four years :

PRICES OF OATS FOR FOUR YEARS.

	1852.	1853.	1854.	1855.
January.....	16@17	33@35	26 @26 1/2	26@27
February.....	19@20	31@35	20 @21	@20
March.....	19@20	33@34	27 @27 1/2	29@30
April.....	18@19	30@34	24 @27	@34
May.....	18@20	30@34	30 @31	44@46
June.....	22@24	37@40	30 @31 1/2	@43
July.....	21@25	30@32	31 @33	45@46
August.....	27@28	34@37	29 @30	34@35
September.....	27@28	29@32	32 @33	35@36
October.....	30@32	26@27	33 @34	25@26
November.....	28@30	26@28	32 @33	26@30
December.....	28@30	27@28	28 @28	28@30

RYE.

Receipts of Rye have also fallen off for the last year, partly, it is presumed, owing to the same causes which affected the receipts of Oats, and partly owing to its more extensive use in the country for distilling, and for other purposes for which wheat and corn have been heretofore more generally appropriated. We give the receipts for three years showing a steady falling off during that period:

RECEIPTS OF RYE FOR THREE YEARS.

	1853.	1854.	1855.
By Lake, bush.....	22	5,129	5,138
Canal.....	9,948	09,093	39,827
Galena Railroad.....	76,976	5,751	12,960
Rock Is. ".....	517		4,002
Ill. Cent. ".....	635	686	1,737
Ill. & Wis. ".....			4,000
Teams.....	4,264	4,000	4,000
Total.....	86,162	85,691	68,086

Shipments of Rye are of course less than for previous years. Below are the disposals for the last four years:

SHIPMENTS OF RYE FOR FOUR YEARS.

	1852.	1853.	1854.	1855.
By Lake, bush.....	17,015	81,394	29,175	18,521
Canal.....			1,880	797
Michigan C. ".....		568	676	
Rock Island ".....			22	
Distillers.....		4,000	44,698	48,768
Total.....	17,015	86,162	85,691	68,086

In common with every other description of grain, Rye has been in good demand, and the prices paid in this market during the last year have been at a liberal advance over previous seasons, as is shown by the following table of prices on the first of each month for three years :

PRICES OF RYE FOR THREE YEARS.

	1852.	1854.	1855.
January.....	58@60	55@60	70@ 75
February.....	58@60	70@75	79@ 75
March.....	58@60	75@78	75@ 85
April.....	55@58	65@70	88@ 90
May.....	55@60	70@75	95@1.00
June.....	50@60	70@75	1.10@1.20
July.....	58@60	80@85	@1.00
August.....	58@59	55@60	70@ 80
September.....	62@63	65@70	70@ 75
October.....	62@66	80@85	85@ 85
November.....	58@60	80@81	90@ 93
December.....	54@55	65@70	95@1.00

BARLEY.

The quantity of Barley received during the last year varies but little from that of the year before. The principal share has arrived by Lake and by Galena Railroad, and more than one half the quantity has been used in this city. Receipts for four years are as below:

RECEIPTS OF BARLEY FOR FOUR YEARS.

	1852.	1853.	1854.	1855.
By Lake, bush.....	1,887	1,576	26,103	55,587
" Canal.....	8,785	25,610	641	204
" Galena R. R.....	95,243	135,329	142,340	98,976
" Mich. S. ".....	.....	.....	203	224
" Mich. C. ".....	.....	.....	219	3,250
" Rock Is. ".....	.....	972	958	5,921
" Ill. Cent. ".....	.....	.....	94	250
" Ill & Wis ".....	.....	.....	206	10,473
Teams.....	21,313	28,500	30,000	30,000

Total.....127,023 192,387 201,764 201,895

Very little Barley is sent from here to Eastern markets. At present there is a good demand for all that will probably be grown in the West, near home, and prospects for the future do not threaten any important falling off. The principal markets at present are St. Louis, Milwaukee and Chicago. Formerly considerable Barley was shipped from here by Lake to Milwaukee, but that market being now supplied from other sources, what comes to this place is divided between here and St. Louis, remaining here or going there as governed by the market rates for the time being. The following are the shipments, the great bulk of those for the last season going South:

SHIPMENTS OF BARLEY FOR FOUR YEARS.

	1852.	1853.	1854.	1855.
By Lake, bush.....	79,818	79,089	23,858	1,315
" Canal.....	.....	51	53,711	50,413
" Mich. S. R. R.....	.....	.....	9,913	9,071
" Mich. C. ".....	40,527	29,586	14,415	.....
" Rock Is. ".....	.....	.....	1,472	16,268
" C. & Miss. ".....	.....	.....	10,046	.....
Used by Brewers.....	56,210	72,120	53,353	100,813

Total.....127,023 192,387 201,764 201,895

The scale of prices for the season is considerably higher than those paid for the two years antecedent.

PRICES OF BARLEY FOR THREE YEARS.

	1852.	1854.	1855.
January.....	50@51	43@ 47	90@1.00
February.....	42@52	45@ 50	1.10@1.20
March.....	40@50	50@ 58	1.00@1.12
April.....	47@50	50@ 56	1.15@1.25
May.....	48@50	65@ 70	1.15@1.25
June.....	44@50	50@ 60	75@1.00
July.....	38@40	50@ 55	@1.00
August.....	35@40	45@ 50	80@ 85
September.....	50@52	50@ 60	80@ 90
October.....	45@48	85@ 90	1.00@1.10
November.....	43@46	90@1.00	1.15@1.30
December.....	44@47	75@ 85	1.30@1.35

CHICAGO THE GREATEST PRIMARY GRAIN PORT IN THE WORLD.

Chicago claims to be the Greatest Primary Grain Port in the World. The grounds upon which this

claim is based are those first set forth by the DEMOCRATIC PRESS more than one year ago, and afterwards substantiated by the facts and figures published in our last Annual Review. If any doubt has by possibility remained as to the genuineness of the claim, the business of the season just closed leaves no further opportunity for its longer existence. From the foregoing tables of receipts for 1854 and 1855 we compile the following statement of

TOTAL RECEIPTS OF FLOUR AND GRAIN FOR TWO YEARS.

	1854.	1855.
Wheat, bush.....	3,038,865	7,535,097
Flour.....	7,490,753	8,532,377
Oats.....	4,194,885	2,947,188
Rye.....	85,691	85,086
Barley.....	201,764	201,895
Total.....	15,011,540	19,284,643
Flour into Wheat.....	792,875	1,203,310
Total.....	15,804,423	20,487,953

In like manner may be presented the shipments for both seasons, viz:

	1854.	1855.
Wheat, bush.....	2,106,725	6,208,165
Corn.....	6,837,690	7,517,625
Oats.....	3,220,487	1,881,538
Rye.....	41,153	19,318
Barley.....	148,421	92,082
Total.....	12,364,485	15,816,718
Flour into Wheat.....	538,135	817,095
Total.....	12,902,320	16,633,813

In connection with the above, and for sake of reference we republish the following table, showing the average exports of grain from the principal grain ports of the World for a series of years, compared with those from Chicago for the last two years respectively, 1854 and 1855:

EXPORTS OF THE PRINCIPAL GRAIN PORTS OF THE WORLD, COMPARED WITH CHICAGO.

	Wheat, bush.	Ind. Corn, bush.	Oats, & Barley, bush.	Rye, bush.	Total.
Odessa.....	5,600,000	1,410,000	7,040,000	.....	14,050,000
Galatz & Ibraila.....	2,400,000	5,600,000	320,000	.....	8,320,000
Dantzic.....	3,080,000	.....	1,328,000	.....	4,408,000
St. Petersburg.....	all kinds	.....	7,200,000	.....	7,200,000
Archangel.....	.....	.....	9,528,000	.....	9,528,000
Riga.....	.....	.....	4,000,000	.....	4,000,000
Chicago, (1854).....	2,644,860	6,897,809	3,419,551	12,902,310	12,902,310
Chicago, (1855).....	7,118,250	7,517,025	2,000,808	16,633,813	16,633,813

GRASS SEEDS.

The quantity of Grass Seeds yearly received and shipped at this point forms no inconsiderable item. The supply is gathered up in all directions from our prairies, and is remarkable for its purity and adaptation to the soil of the Eastern States. The principal portion of the whole is Timothy Seed, though there is considerable Clover and Flax Seed, a large quantity of the latter being used in the manufacture of oil in our own city. Prices for Timothy Seed have ranged from \$2.00@2.37 1/2 per bushel,

MONTHLY RECEIPTS OF GRASS SEEDS IN BS. FOR TWO YEARS.

	1854.	1855.
January.....	21,144	62,116
February.....	148,082	198,799
March.....	269,951	207,325
April.....	67,031	157,794
May.....	53,285	73,365
June.....	8,610	8,559
July.....	25,060	18,200
August.....	69,195	247,430
September.....	755,544	1,050,282
October.....	947,691	830,469
November.....	575,055	297,939
December.....	108,779	202,000
Total.....	3,047,945	3,024,238

RECEIPTS OF GRASS SEEDS FOR THREE YEARS.

	1853.	1854.	1855.
By Lake, Wis.....	54,600	212,290	7,500
" Canal.....	1,027,363	889,749	213,220
" Galena Railroad.....	1,105,238	1,087,522	1,965,756
" Mich. Southern R. R.....	10,726	13,234	10,621
" Mich. Central R. R.....		7,455	5,131
" Rock Island R. R.....		506,408	411,621
" Illinois Central R. R.....		72,431	30,950
" Ill. & Wis.....		234,415	378,400
" Chicago & Miss. R. R.....		3,918	....
Total.....	2,197,987	3,047,945	3,024,238

SHIPMENTS OF GRASS SEEDS FOR THREE YEARS.

	1853.	1854.	1855.
By Lake, Wis.....	1,399,350	1,015,132	737,873
" Canal.....	29,341	550	15,630
" Galena R. R.....		3,300	4,212
" V. Ich. Southern R. R.....	756,578	512,432	539,052
" Mich. Central R. R.....		557,559	1,187,120
" Rock Island R. R.....		15,363	126
" Ill. Central R. R.....		2,305	....
" Chicago & Miss. R. R.....		1,181	....
Consumed and on hand.....	12,718	939,113	540,225
Total.....	2,197,987	3,047,945	3,024,238

The shipments from this port by Lake were for:

1852.....	Wis	854,650
1853.....		1,399,350
1854.....		1,015,132
1855.....		737,873

BUTTER.

Though but comparatively little attention is paid to the manufacture of Butter in the Western States, the yearly receipts at this place are upwards of two millions of pounds. What might be accomplished were the same attention here paid to its manufacture and preservation, as in many of the older States, it is unnecessary to say. The soil and climate are eminently adapted to the purpose, but in the excess of attention paid to the raising and marketing of other produce, the "butter business" is almost universally neglected. The following figures do not probably represent the total receipts or shipments of this article, as it is often included in returns under the head of provisions:

MONTHLY RECEIPTS OF BUTTER IN LBS. FOR TWO YEARS.

	1854.	1855.
January.....	55,660	104,935
February.....	64,009	83,490
March.....	88,781	79,152
April.....	56,723	81,101
May.....	205,766	115,890
June.....	161,777	190,396
July.....	169,605	138,855
August.....	251,110	355,503
September.....	322,425	519,020
October.....	337,382	450,711
November.....	230,100	218,056
December.....	166,928	134,000
Total.....	2,143,509	2,473,982

RECEIPTS OF BUTTER FOR FOUR YEARS.

	1852.	1853.	1854.	1855.
By Lake, Wis....	86,600	25,600	3,500	
" Canal.....	281,800	77,814	190,464	102,714
" Galena R. R....	958,700	665,900	1,186,321	1,713,341
" Mich. S.....		27,731	42,020	
" Mich. C.....	24,810	15,174	83,965	
" Rock Is.....		287,881	171,614	
" Ill. Cent.....	48,871	154,632	250,123	
" Ill. & Wis.....		75,338	106,704	
" C. & Miss.....		1,591	....
Total.....	1,337,100	812,430	2,143,509	2,473,982

SHIPMENTS OF BUTTER FOR FOUR YEARS.

	1852.	1853.	1854.	1855.
By Lake, Wis....	946,290	424,080	292,887	386,351
" Canal.....	9,000	17,785	4,860	
" Mich. S. R. R.....			66,472	131,350
" Mich. O.....			258,637	638,320
" Rock Is.....			1,000	
" Ill. Cent.....		71,588	1,684	

C. & Miss.....	411,900	236,577	25,899	
City supply.....			1,534,129	1,417,381

Total..... 1,337,100 812,430 2,143,509 2,473,982

The market for Butter has been good throughout, and for the latter part of the season prices have ruled extremely high.

PRICES OF BUTTER FOR THREE YEARS.

	1853.	1854.	1855.
January.....	14 @ 16	11 @ 15	13 @ 16
February.....	12 @ 15	11 @ 15	12 @ 13
March.....	12 @ 14	10 @ 15	12 @ 14
April.....	12 @ 16	9 @ 14	12 @ 14
May.....	13 @ 17	9 @ 16	12 @ 13
June.....	10 @ 11	9 @ 14	12 @ 13
July.....	12 @ 12	11 @ 13	12 @ 13
August.....	11 @ 12	12 @ 14	12 @ 14
September.....	12 @ 13	12 @ 15	14 @ 19
October.....	15 @ 18	17 @ 25	14 @ 15
November.....	14 @ 17	12 @ 15	15 @ 19
December.....	13 @ 16	13 @ 20	16 @ 20

LARD.

It is impossible to give the quantity of Lard received and shipped for the last season, as in most cases it has been included in the figures representing Pork or Provisions. The partial receipts of this article, as given in our statistics of last year, were 4,330,979 lbs., and it is not probably too much to set down the receipts of the year at between five and six millions pounds. The following table gives the prices in this market for three years:

PRICES OF LARD FOR THREE YEARS.

	1853.	1854.	1855.
January.....	11 @ 11 1/2	8 1/2 @ 9	8 1/2 @ 9
February.....	10 1/2 @ 11	8 1/2 @ 9	8 @ 8 1/2
March.....	9 @ 10	9 @ 10	8 @ 8 1/2
April.....	9 @ 10	8 1/2 @ 9	8 @ 8 1/2
May.....	9 @ 10	8 1/2 @ 9	9 @ 9 1/2
June.....	9 @ 10	8 1/2 @ 9	9 @ 9 1/2
July.....	9 @ 10	8 1/2 @ 9	10 @ 10
August.....	9 1/2 @ 10 1/2	8 1/2 @ 9	10 @ 10 1/2
September.....	9 1/2 @ 10 1/2	9 1/2 @ 10	10 1/2 @ 11
October.....	9 1/2 @ 10 1/2	10 @ 11	11 @ 12
November.....	11 @ 12	9 1/2 @ 10	11 1/2 @ 12 1/2
December.....	10 @ 10 1/2	9 @ 10	11 @ 12

HOGS AND PORK.

As a Pork-Packing city Chicago continues steadily to progress, and will, in a few years, doubtless be without a successful rival in the West. At present we are unable to give any approximation to the probable business of the present packing season, of which we are now just in the midst. The season has opened late, and has not been, thus far, owing to peculiar circumstances, very active. The number of Hogs packed in this city for the packing season of 1854-5, exceeded that of 1853-4 by 20,835 head, and in weight by 4,944,817 lbs. Owing to the low prices at which the season opened, compared with the previous one of 1853-4, Hogs came forward very slowly, and the total receipts for November were only 1,798—a large falling off from the corresponding month of the preceding season. As will be seen by the tables below given, the great bulk of receipts came in after the first of January. The backwardness of the spring and continued cool weather being favorable for packing, the business continued to be prolonged much later than usual, and thus the loss by late commencement in the fall, was more than recovered.

We here give the receipts of Dressed Hogs for the four packing months of the season of 1854-5:

RECEIPTS OF HOGS FOR THE FOUR PACKING MONTHS.

	Live No.	Drs'd Lbs.	Wt Dsd Lbs.
November.....	13,364	1,798	375,627
December.....	7,613	16,581	3,857,407
January.....	5,351	35,321	8,651,899
February.....	2,150	44,501	11,340,177
	28,508	98,401	24,225,110
Since March 1st.....	3,277	6,234	15,537,769
	31,780	104,735	25,778,879
On foot (estimated).....	2,000		
Total live and dressed.....		138,515	

In like manner may be given the monthly shipments for the season:

	Live No.	Drs'd Lbs.
November.....	2,331	36
December.....	1,946	2,578
January.....	1,968	9,141
February.....	3,377	21,579
	9,822	33,334
Since March 1st.....	3,389	6,286
	13,211	39,620
Total live and dressed.....		52,831

The following table will exhibit the sources from which the supply for the three last packing seasons has been received:

RECEIPTS OF DRESSED HOGS FOR THREE PACKING SEASONS.

	1852-3 No.	1853-4 No.	1854-5 No.
By Lake.....	900	...	...
" Canal.....	413	...	...
" Galena Railroad.....	51,845	45,779	86,499
" Rock Island R. R.....	14,225	9,115	...
" Ill. Central R. R.....	1,242	1,415	...
" Other Railroads.....	357	1,372	...
From all sources since March 1st.....	...	6,384	...
Live by railroad and on foot.....	12,000	12,347	30,503
Do. since March 1st.....	...	3,277	...
Total.....	65,138	73,980	138,515

Subjoined are the disposals for the same period, including both live and dressed:

SHIPMENTS OF HOGS FOR THREE PACKING SEASONS.

	1852-3 No.	1853-4 No.	1854-5 No.
By Lake.....	...	...	135
" Michigan Southern R. R.....	...	...	14,330
" Michigan Central R. R.....	10,000	9,783	28,782
Packed in Chicago.....	48,156	52,849	73,684
City trade.....	7,002	10,563	12,000
By Eastern railroads since Mar. 1.....	...	...	9,675
Total.....	65,158	73,980	138,515

Herewith is a comparative statement of the business of the last four packing seasons:

	Hogs cut.	Av. weight.	Total weight.
1851-2.....	22,036	238 1/2	5,247,278
1852-3.....	48,156	211 1/2	10,192,972
1853-4.....	52,849	249 1/2	13,189,815
1854-5.....	73,684	246 1-10	18,133,632

The following table of prices includes the packing months for the last three years:

PRICES OF DRESSED HOGS FOR THREE YEARS.

	1853.	1854.	1855.
January 1st.....	\$3.25@4.00	\$3.00@3.75	
" 15h.....	4.00@4.15	3.25@3.75	
February 1st.....	4.25@4.50	3.50@3.88	
" 15h.....	4.44@5.00	4.00@4.25	
March 1st.....	4.50@4.75	4.25@4.50	
November 1st.....	\$5.00 @	5.00@3.50	
" 15h.....	5.00@5.50	3.25@3.50	6.75@7.00
December 1st.....	4.88@5.25	3.00@3.50	5.50@6.00
" 15h.....	3.50@4.00	3.25@3.75	5.50@5.75

The receipts of Dressed Hogs for the calendar year 1855 are nearly double those of the year previous. The following table exhibits the number and weight of dressed hogs received for the last two years:

RECEIPTS OF DRESSED HOGS FOR TWO YEARS.

	1854.		1855.	
	No.	Weight.	No.	Weight.
By Galena R. R.....	57,282	13,655,133	109,957	24,718,309
Michigan S. ".....	100	18,839		
Michigan C. ".....	418	102,285	118	25,760
Rock Island ".....	13,754	3,280,760	10,014	2,461,284
Ill. Central ".....	1,965	402,837	980	224,916
Ill. and Wis. ".....	790	158,819	2,618	523,789
Mississippi ".....	70	15,666	....	....

In addition, there have been received by various routes live hogs to the number of 178,500, making a total for the year of 302,187, exclusive of several thousands, more or less, arriving on foot, and of which we have no record. Subjoined are the shipments of Dressed Hogs for the two calendar years 1854 and 1855:

SHIPMENTS OF DRESSED HOGS FOR TWO YEARS.

	1854.		1855.	
	No.	Weight.	No.	Weight.
By Lake.....	125	31,615	1,016	203,260
Michigan S. R. R....	1,109	276,233	17,433	4,150,251
Michigan C. ".....	11,301	2,823,333	42,335	9,997,515
Ill. Central ".....	7	1,405	....	....
Total.....	12,552	3,132,646	60,804	14,350,966

The following statement exhibits the price of Mess Pork on the first of each month for the past three years:

PRICES OF MESS PORK FOR THREE YEARS.

	1853.	1854.	1855.
January.....	\$16.00@16.50	\$12.50@13.00	\$10.00@11.00
February.....	16.30@16.30	12.50@12.50	10.00@11.00
March.....	16.00@16.00	13.00@	10.50@11.50
April.....	15.00@15.00	13.00@	12.50@13.00
May.....	15.00@16.00	12.00@12.50	15.75@16.00
June.....	15.50@15.50	12.00@12.50	16.00@16.25
July.....	16.00@16.00	12.00@	17.50@18.00
August.....	15.00@15.50	12.00@	18.00@19.00
September.....	15.00@17.00	13.00@13.50	20.00@21.00
October.....	15.00@16.00	13.00@	21.00@22.00
November.....	15.00@15.75	12.50@13.00	19.00@20.00
December.....	15.00@15.50	11.00@12.00	17.50@18.00

BEEF.

The favorable reputation of "Chicago Mess Beef" is world-wide. In domestic and home markets it is always at a premium, and extensive foreign orders are annually filled in this city. Our beef packing establishments are upon the largest scale, and the utmost care and skill are exercised in the slaughter and curing of beef for market. The season has been a most favorable one for the supply of choice beef cattle, and as might naturally be expected the quality of that brought to this market during the season just closed, is remarkable for its superiority. The number of cattle packed reaches 28,972 head, and exceeds that of last year by 5,101 head. The total weight of the cattle slaughtered reaches 16,032,138 lbs. against 13,402,223 lbs. for last season, and the average weight has increased by seven pounds per head. The number of barrels of Beef packed is 62,637, compared with 54,103 for last season. The packing of 1855 has been conducted by the following Houses:

Cragin & Co.; R. M. & O. S. Hough; G. S. Hubbard & Co.; B. & G. B. Carpenter; Brown & Sinclair; Toby & Booth; Reynolds & Haywood.

We herewith present the comparative business of the five past packing seasons:

No. Cattle.	Av. wght.	To't wght, lbs.	Bols p'ked.
1851.....21,809	542	13,367,346	46,395
1852.....21,993	543	14,319,005	57,500
1853.....25,435	545	13,492,223	54,104
1854.....25,891	545	16,032,138	62,687
1855.....28,972	572½		

In addition to the number of cattle packed in this city, large numbers are yearly shipped East on foot for the New York and Boston markets.

We give the net prices of Beef for four years:

NET PRICES OF BEEF FOR FOUR YEARS.

	1852.	1853.	1854.	1855.
Sept.....	\$4.50@4.25	\$4.75@5.50	\$6.00@6.50	\$6.50@7.50
October.....	4.00@4.75	5.00@6.00	5.50@6.25	5.50@6.25
Nov.....	4.00@4.75	5.00@6.00	5.50@6.50	6.00@6.50
Dec.....	3.75@1.50	5.00@5.75	4.50@6.00	6.50@7.00

The value of the Beef packed the last season is represented by the figures given below, based upon the market prices at the close. Tierces are in the following table reduced to barrels and included in the total amount:

VALUE OF BEEF PACKED IN 1855.

Beef—62,687 bbls at \$13.00.....	\$ 814,931.00
Tallow—1,375,888 lbs at 12c.....	165,106.56
Hides—2,317,760 lbs at 6½c.....	150,654.40
Offal—28,972 head at 75c.....	21,739.00

Total.....	\$1,152,420.96
Total in 1854.....	865,773.11

Increase in 1855.....\$286,647.85

The value of the Beef packed for the last four seasons compared with the present is for,

1853.....	\$ 650,621.00
1854.....	865,773.11
1855.....	1,152,420.96

LUMBER.

The Lumber trade of Chicago is one of her most important and leading branches of business. Next to the Grain trade that in Lumber claims preëminence and maintains a most powerful rivalry. During the year large additions have been made to its extent and value, and it may now well be questioned whether there exists in the United States a greater lumber market than Chicago. Her supplies are drawn from every direction and from the most distant localities—from Pennsylvania and the Valley of the Susquehanna—from Michigan and Wisconsin—from Canada and the St. Lawrence—and her shipments extend no little distance South, and to the West as far as there are available routes of transportation. Her lumber fleet is already immense, and is yearly increasing. The demand from the whole growing region about her is excessive and will be steadily maintained for years. The condition of the trade is most active and healthy and full of promise for the future. The receipts of lumber in 1847, nine years ago, were only 32,090,000 feet. For 1855 they are over 200,000,000 feet:

MONTHLY RECEIPTS OF LUMBER, LATH AND SHINGLES.

	Lumber Feet.	Lath No.	Shingles No.
January.....	493,841	50,000	
February.....	233,991	100,000	
March.....	1,110,015	993,000	
April.....	9,018,344	1,014,750	15,344,000
May.....	37,042,125	4,896,900	15,859,600
June.....	40,953,109	8,162,235	11,435,500

July.....	57,497,973	9,362,875	18,605,550
August.....	56,284,095	8,054,400	15,494,250
September.....	31,375,354	5,273,000	10,183,000
October.....	37,504,097	5,033,000	87,604,087
November.....	35,282,021	3,400,000	25,982,023
December.....	7,749,000	645,000	7,749,000

Total.....	306,553,467	46,487,550	154,770,800
Total in 1854.....	228,326,783	32,431,550	82,061,250

Increase in 1855.....78,226,684 14,056,000 76,709,610

In the following tables the quantity credited to the various railroads consists mostly of hardwood lumber, for which there is here a good demand for rail-car building and numerous other uses:

RECEIPTS OF LUMBER FOR TWO YEARS.

	1854	1855.
By Lake, feet.....	217,124,120	297,567,669
By Canal.....	5,700	28,132
By Galena Railroad.....	369,405	9,500
By Michigan Southern Railroad.....	4,004,483	2,707,758
By Central.....	6,792,998	6,188,349
By Rock Island Railroad.....	48,000	
By Illinois Central.....	22,065	41,949
Total feet.....	228,326,783	306,553,467

To the amount received by lake, we last year added 20,000,000 feet, which was considered a moderate estimate for the probable quantity not reported at the Custom House. With the same addition to the figures above given for lake receipts for 1855, the total amount received for the season would stand thus:

Total receipts by Lake, feet.....	317,567,669
Total from all sources.....	326,553,467

In the table of shipments as below given that taken away by the Illinois Central is omitted, not because there have been no shipments by that route, but because we have no means of arriving at the quantity, and any figures given would be merely a matter of estimate:

SHIPMENTS OF LUMBER FOR TWO YEARS.

	1854.	1855.
By Lake, feet.....	4,000	5,500
By Canal.....	65,898,740	81,040,328
By Galena Railroad.....	47,573,460	111,081,351
By Michigan Southern Railroad.....	149,286	216,385
By Central.....	453,110	287,983
By Rock Island Railroad.....	10,373,346	18,207,723
By Illinois Central.....	7,281,258	
By Elkhorn & Wis. ".....	1,724,142	4,746,164
By Chicago & Miss. ".....	178,590	
City supply and on hand.....	95,204,911	90,968,113
Total feet.....	228,326,783	306,553,467

RECEIPTS OF LUMBER, LATH AND SHINGLES FOR NINE YEARS.

	Lumber.	Shingles.	Lath.
1847.....	32,118,225	2,148,500	5,635,700
1848.....	50,060,250	20,000,000	10,025,160
1849.....	75,250,533	39,037,750	19,281,733
1850.....	100,364,779	55,425,750	19,809,700
1851.....	125,056,457	60,338,550	27,384,473
1852.....	147,816,233	77,080,500	19,759,670
1853.....	202,101,098	93,483,781	50,133,116
1854.....	228,326,783	28,061,250	32,431,550
1855.....	306,553,467	158,770,800	46,487,550

WOOL.

The low price of Wool, prevailing during the season of 1854, had a tendency to check its receipt and to retain a large proportion of the clip, either in first or second hands. The receipts of that year fell off 278,762 lbs., being only 751,888 lbs., against 1,030,600 for the year previous. During the last season better prices have been maintained, and, as was naturally to be expected, the receipt of the year shows a large increase, amounting as compared with 1854 to 617,201 lbs:

MONTHLY RECEIPTS AND SHIPMENTS OF WOOL FOR TWO

	YEARS.			
	1854.		1855.	
	Rec'ts.	Ship'ts	Rec'ts.	Ship'ts
January, lbs.....	100	64	11,571	39,248
February.....	5,375	14,826	7,240	10,182
March.....	10,406	348	15,421	914,837
April.....	1,430	28,190	39,860	47,362
May.....	4,430	12,710	56,941	47,343
June.....	31,717	21,435	81,551	85,972
July.....	206,665	82,979	69,288	828,261
August.....	172,445	123,964	275,485	335,442
September.....	92,694	40,701	126,838	106,886
October.....	91,812	56,095	36,055	26,559
November.....	114,811	96,743	16,069	15,000
December.....	19,913	59,736	8,800	6,000
Total.....	751,838	536,791	1,369,689	2,158,402

The comparative receipts and sources for two years are given below:

RECEIPTS OF WOOL FOR TWO YEARS.

	1854.	1855.
By Lake, lbs.....	3,400	13,000
By Canal.....	249,023	164,748
By Galena Railroad.....	317,918	847,123
By Mich. Southern R. R.....	42,569	4,993
By Mich. Central R. R.....	114,045	109,126
By Rock Island R. R.....	22,884	140,069
By Ill. Central R. R.....	1,110	51,691
By Mich. and Wis. R. R.....	43,458	574,375
By Chicago and Miss. R. R.....	.....	218,047
By other sources.....	.....	.....
Balance from last season.....	.....	.....
Total.....	751,838	2,158,402

The shipments for the season are not only much in excess of those for 1854, but are also larger than the receipts for 1855, which apparent discrepancy, no doubt, results from the holding over of last year's stock, in second hands, as above mentioned:

SHIPMENTS OF WOOL FOR TWO YEARS.

	1854.	1855.
By Lake, lbs.....	301,000	834,800
By Canal.....	1,125	.....
By Galena Railroad.....	84,094	87,940
By Mich. Southern R. R.....	149,972	1,229,722
By Mich. Central R. R.....	215,047	.....
Balance unaccounted for.....	.....	.....
Total.....	751,838	2,158,402

Following are the shipments for a series of years:

SHIPMENTS OF WOOL FOR FOURTEEN YEARS.

Year.	Lbs.	Year.	Lbs.
1842.....	1,500	1849.....	520,242
1843.....	22,050	1850.....	913,682
1844.....	96,635	1851.....	1,088,553
1845.....	216,616	1852.....	920,113
1846.....	281,222	1853.....	553,100
1847.....	311,888	1854.....	536,791
1848.....	500,000	1855.....	2,158,402

The Wool Market, though still lower than in some previous seasons, has, nevertheless, been more satisfactory than during 1854, and sufficiently so at least to call out almost the entire crop of the country, and it is believed that very little if any of the last season's clip is now left in first, or even in second hands:

PRICES OF WOOL FOR FOUR YEARS.

	1852.	1853.	1854.	1855.
June.....	18@23	40@45	20@30	20@34
July.....	25@26	38@50	29@31	25@26
August.....	25@37 1/2	35@45	20@30	25@38

LEAD.

Our receipts of Lead have the last year more than doubled. This is a natural consequence of the completion of the Galena and Illinois Central Railroads leading directly to the mineral districts, and was fully anticipated our last annual report. The principal in receipts are, as to be expected, by those two routes:

RECEIPTS OF LEAD FOR THREE YEARS.

	1853.	1854.	1855.
By Lake, lbs.....	108,150	140,000	.....
By Canal.....	1,206,604	35,403	1,250
By Galena Railroad.....	1,559,009	4,051,346	6,071,553
By Rock Island.....	.....	14,455	.....
By Illinois Cent. ".....	.....	.....	3,893,047
By Chicago & Miss. R. R.....	.....	6,804	.....
Total.....	3,253,763	4,247,128	9,965,950

The establishment last season of an extensive Lead Pipe Manufactory in our city has of course created an enlarged local demand for the raw material at this point, and as will be noticed by reference to the table below, the quantity consumed in the city has largely increased. A large share of what was formerly shipped in the pig will hereafter be exported in pipe, sheets and bars. Since the passage of the Reciprocity Act the Canadian demand for our lead manufactures has greatly increased, and shipments to a considerable amount have been made in that direction.

SHIPMENTS OF LEAD FOR THREE YEARS.

	1853.	1854.	1855.
By Lake, lbs.....	3,100,990	2,591,036	3,117,840
By Mich. Southern R. R.....	127,015	.....	22,129
By Mich. Central ".....	151,650	.....	.....
By Rock Island ".....	.....	1,810	.....
By Illinois Central ".....	.....	55	.....
Consumed and on hand.....	1,123	1,527,185	6,825,950
Total.....	3,253,763	4,247,128	9,965,950

TOTAL RECEIPTS OF LEAD FOR FOUR YEARS.

1852.	1853.	1854.	1855.
1,357,327	3,253,763	4,247,128	9,965,950

FUEL.

In respect to the price and supply of Fuel, Chicago is not yet so plentifully or cheaply provided for as is desirable. Both Coal and Wood are yet comparatively high, and are rated among our most expensive articles of consumption. The day is however believed to be not far distant when a superior quality of coal will be attainable in the greatest profusion and at a comparatively moderate expense.

It cannot be denied that there exists in the State of Illinois very extensive coal-fields, consisting for the most part, it is true, of bituminous varieties, but which recent explorations and discoveries lead to the belief are traversed by veins of other and more valuable descriptions. Out-crops of the very best Cannel have but a few months since been discovered within one hundred miles of this city, and the veins traced to strata of several feet in thickness. The specimens of this coal exhibited in our office were fully equal to the best Breckenridge. There can be no doubt that there will yet be found inexhaustible deposits of superior character within very easy reach of this city. The consumption of 1854 was 50,000 cords of wood and 52,000 tons of coal. In 1855 it has increased to 75,000 cords of wood and nearly 100,000 tons of coal. We give the receipts, the principal of which are by Lake and Canal as below:

RECEIPTS OF FUEL FOR TWO YEARS.

	1854.	1855.
Wood, eds. Coal, tons.....	.....	.....
By Lake.....	27,025	52,197
By Canal.....	22,442	1,542
By Galena R. R.....	4	30,739
Wood, eds. Coal, tons.....	41,673	100,000
By Lake.....	.....	4,686

" Mich S.	"	213	9	640	1
" M ch C.	"	787	126	1,758	53
" Rock Is	"	80	2,594	6,346	11
" I Cent	"	3	.....	.....	.....
" Wis.	"	52	.....	.....	.....
" Mas.	"	14	.....	.....	.....
Total.....		50,650	56,768	74,810	110,075
Shipments.....		5,028	.....	.....	12,151
On Land & com- aumed in city.....		50,650	51,740	74,810	97,921
Total.....		50,650	56,768	74,810	110,075

LAKE COMMERCE.

The vested marine interests of Chicago are not among the least important. Notwithstanding the great discouragement under which this branch of business has been compelled to labor, its innate vitality has continued to urge its steady advancement, in spite of every obstacle. The increase of the tonnage of this District, for the year 1855, and the largest part of which is owned in this city, is, after deducting all known losses by shipwreck or otherwise, is 1,399 43-95 tons, and the present total tonnage January 1st, 1856, is 56,670 20-95.

The steam and sail tonnage passing the St. Clair Flats during the season of navigation may be put down at 2,000,000 tons. There are now laid up in winter quarters in the harbor of Chicago, 6 steamers, 13 propellers, 5 steam tow-boats, 24 barques, 25 brigs and 160 schooners—total 233, the value of which is not much if any less than \$2,000,000. The following table shows the number and tonnage of vessels arriving each month for the season of 1855:

BURDEN AND TONNAGE OF VESSELS ARRIVING AT THE PORT OF CHICAGO DURING THE SEASON OF 1855.

Month.	Steamers.	Propellers.	Barques.	Brigs.	Schooners.	Sloops.	Total.	Tonnage.
March.....	20				3	6	24	12,387
April.....	41	10		10	214	4	282	76,039
May.....	68	38	19	61	450	2	652	156,750
June.....	54	63	23	62	499	6	707	167,630
July.....	42	47	420	85	594	2	799	176,180
August.....	53	60	23	95	588	5	829	196,758
Sept.....	49	56	127	63	480	2	677	170,422
October.....	48	60	123	62	551	1	745	181,354
Nov.....	40	36	123	53	408	1	560	142,872
Dec.....	16	11	6	14	77	1	125	39,164
Total.....	434	581	177	505	3,878	35	5,410	1,316,045
Arrivals unreported.....							1,200	292,800
Total in 1854.....							6,610	1,608,845
Total in 1855.....							5,921	1,392,644
Increase in 1855.....							1,689	516,201

It is estimated by those well qualified to judge, that there have been at least 1,200 arrivals during the season not reported at the Custom House. If to the number given in the above table these be added, we have a total of 6,610 vessels arrived, with an aggregate of 1,608,845 tons burthen. An idea of the character of vessels composing the Northwestern Lake Fleet may be gained from an inspection of the following table of classified tonnage:

ARRIVALS AT THE PORT OF CHICAGO—TONNAGE CLASSIFICATION.	
Steamers under 500 tons.....	141
" 500 and under 1,000 tons.....	237
" 1,000 and over.....	59

Propellers under 400 tons.....	195
400 tons and over.....	187
Sail Vessels under 150 tons.....	2,131
150 and under 350 tons.....	2,046
350 and under 750 tons.....	365
750 tons and over.....	50
Total.....	5,410

The following is a statement of the amount of duties on imported and bonded goods, collected at the Custom House in Chicago, for the last two years. The decrease for 1855 is \$278,978.10. This is to be accounted for partly by the operation of the Canadian Reciprocity Treaty, and partly by the decrease in our imports of railroad iron, the duties on which last year amounted to a very considerable sum.

DUTIES ON IMPORTS AND BONDED GOODS RECEIVED AT THE CUSTOM HOUSE DURING THE YEARS 1854 AND 1855.

	1854.	1855.
January.....	\$9,021.95	\$26,460.19
February.....	6,549.20	9,689.56
March.....	20,372.38	4,972.27
April.....	24,279.00	40,212.17
May.....	22,155.26	33,036.15
June.....	40,249.12	17,308.10
July.....	52,061.39	51,661.80
August.....	112,260.31	21,301.69
September.....	41,138.50	25,830.40
October.....	78,028.46	22,017.40
November.....	51,485.01	27,400.15
December.....	102,839.87	18,084.02
Total.....	\$375,802.85	\$298,824.75
Total received in 1853.....	260,671.17	
Increase for 1854.....	\$375,131.68	
Decrease for 1855.....		\$278,978.10

The amount of hospital money derived from the special revenue for that purpose, collected during the year, is below given:

AMOUNT OF HOSPITAL MONEY COLLECTED AT THE CUSTOM HOUSE DURING 1855.

January.....	\$ 21.20
February.....	34.27
March.....	385.13
April.....	333.88
May.....	294.61
June.....	144.10
July.....	190.27
August.....	189.40
September.....	49.30
October.....	12.00
November.....	
December.....	
Total.....	\$1,742.60
Total for 1854.....	1,358.08
Increase for 1855.....	384.52

The present tonnage of the District of Chicago, as taken from the books of the Custom House, with the increase of the last year, is given below. For valuable assistance in this and other matters, for which we have consulted the Custom House records, we are under obligations to the Collector of the Port and to his corps of gentlemanly and obliging assistants. The District of Chicago includes the ports of Waukegan, Michigan City and Chicago. The great majority of the tonnage of the District is owned in this city. The Canal tonnage is not included.

LAKE TONNAGE OF DISTRICT OF CHICAGO.

	Steam.	Sail.	Total.
Tonnage of District of Chicago, Jan. 1st, 1855.....	3,021-56	41,579-68	44,601-29
Increase 1st quarter.....		594-64	594-64
" 2d ".....	186-28	5,589-71	5,776-00
" 3d ".....	1,147-82	3,275-40	4,423-22
" 4th ".....	65-28	1,269-53	1,334-81

Total increase for 1855.....	1,399-43	10,679-43	12,078-86
Ton. of Chicago, Jan. 1st, 56,421-04		52,249-16	56,670-20

The following list, prepared with much care, comprises, as nearly as we have been able to ob-

tain them, the names and tonnage of the vessels at present owned in the District of Chicago. There may be some vessels included in the list that have been transferred to other Districts, or wrecked during the season, whose names should be stricken out. There are also some new vessels not yet enrolled, and whose names have not been added :

STATEMENT

Of the Names and Tonnage of Vessels owned in the District of Chicago.

STEAMBOATS.					
<i>Name of Vess.</i>			<i>Name of Vess.</i>		
<i>Tns.</i>	<i>95th.</i>		<i>Tns.</i>	<i>95th.</i>	
Traveller.....	603.26		Archimedes.....	49.78	
Superior.....	667.17		Franklin Moore.....	192.26	
Nile.....	40.34		Kossuth.....	118.60	

PROPELLERS.					
Forest Queen.....	467.00	Franklin.....	39.32		
Robt. H. Foss.....	259.49	Eclipse.....	136.12		
Montezuma.....	322.64	F. Follet.....	38.44		
A. Rosseter.....	290.61	H. Warner.....	65.28		
Ogontz.....	343.67				

BARQUES.					
Cherubusco.....	225.10	Ocean Wave.....	308.09		
Mary Stockton.....	349.70	B. S. Shepard.....	509.72		
Norman.....	345.53	Waverley.....	344.51		
Grace Greenwood.....	377.42				

BRIGS.	
C. J. Hutchinson.....	341.42
S. F. Gale.....	350.24
Minnesota.....	329.32
Enterprise.....	323.63
F. O. Clark.....	269.45
Montezma.....	251.63
C. B. Blair.....	212.36
Susan A. Clark.....	163.73
Mary.....	250.36
Belle.....	276.02
Wabash.....	245.00
Robt. Hollister.....	272.07
Portland.....	220.13
A. Mitchell.....	275.56
Sandusky.....	225.18
Ellen Parker.....	332.93
Champlain.....	270.28
S. C. Walbridge.....	237.10
St. Louis.....	210.80
Geneva.....	207.77
David Stuart.....	203.14
Powhatan.....	234.41
Fanny Gardner.....	227.42
Fashion.....	282.51
Ramsey Crooks.....	228.43
Jas. McBride.....	271.85
Mechanic.....	212.26
Courland.....	234.76
Oleander.....	262.38
Missouri.....	158.17
John H. Harmon.....	201.75
A. R. Cobb.....	226.07
F. V. Gardner.....	450.78
Manhattan.....	143.84

SCHOONERS.			
Racine.....	223.28	St. Lawrence.....	154.74
Maria Howard.....	94.88	St. Mary's.....	233.25
L. P. Hilliard.....	173.16	Arrow.....	73.04
Henry Gray.....	59.40	Seventy-six.....	208.08
Ru-na Vista.....	174.03	Oconto.....	206.08
N. C. Walton.....	127.41	Josephine Dresden.....	116.85
Charles Howard.....	103.94	Falcon.....	281.59
Whirlwind.....	154.61	Temperance.....	116.57
Louis C. Irwin.....	113.23	Dexter.....	124.05
G. R. Roberts.....	119.22	C. P. Williams.....	434.03
John Lilly.....	95.85	Peter Duling.....	60.51
Roanoke.....	151.39	Astor.....	85.20
Philena Mills.....	229.29	Gem.....	207.43
James McKay.....	125.36	Dan Marble.....	213.63
Honest John.....	117.55	Japan.....	213.27
C. Walker.....	164.15	Amelia.....	26.52
Tempest.....	209.50	Two Charles.....	119.40
Geo. C. Drew.....	130.57	Clyde.....	98.79
Citizen.....	58.88	Fashion.....	223.55
H. U. King.....	99.21	Advance.....	238.49
E. Henderson.....	90.00	Pilgrim.....	228.55
M. H. Sibley.....	232.18	John S. Wallace.....	78.65
Merdan.....	243.77	Henrietta.....	81.01
Mary G. Bonesteel.....	105.05	Wing and Wing.....	234.41
P. Hayden.....	168.34	Blue Bell.....	150.16
Andromeda.....	297.15	O-ravay.....	247.64
Ebbe.....	51.49	Kenosha.....	377.50
Letitia.....	213.49	H. me.....	227.50
Speed.....	146.26	Welland.....	198.85
Octava.....	138.11	Pilot.....	46.00
Industry.....	43.83	J. M. Hughes.....	165.50
Palmetto.....	249.19	H. N. Gates.....	168.78
Telegraph.....	276.53	E. G. Gray.....	166.18
W. H. Hunsdale.....	61.19	Maine.....	194.79
Wyoming.....	232.61	Levant.....	105.12
Culcutta.....	114.36	Curlew.....	374.60
Illinois.....	115.94	Frank Miller.....	35.21
D. R. Holt.....	43.17	Spartan.....	92.39
Col. Shepard.....	48.57	Francis.....	120.32
Geo. F. Foster.....	123.89	Globe.....	48.76
Geo. Hanson.....	37.81	Argo.....	268.39
Lady Jane.....	147.12	Mary.....	77.00
Hero.....	79.70	Crescent.....	297.48
Cherokee.....	203.25	Ashtabula.....	133.41
Arabella.....	66.25	Harriet Ross.....	229.82
Mars.....	27.73	Pearl.....	151.14
Grand Turk.....	327.43	Bonnie Doon.....	247.16
Vincennes.....	185.50	Island.....	31.97

Anne Thorne.....	92.92	John W. Sargent.....	148.49
Henry Clay.....	59.40	Ellen Williams.....	390.66
Jane Louisa.....	131.35	Mary.....	94.52
H. len Kent.....	163.14	Caledonia.....	137.20
Denmark.....	236.03	Thos. Dyer.....	297.24
C. Y. Richmond.....	229.45	Triumph.....	120.54
Queen of the West.....	292.16	Stella.....	176.71
Pioneer.....	88.76	Falcon.....	181.59
Sir Wm. Wallace.....	87.82	Major Kirby.....	95.63
Liverpool.....	125.72	Palatope.....	371.24
Poland.....	236.66	Ontario.....	130.68
Arabia.....	98.57	Abigail.....	178.18
Fortar.....	170.49	Mary.....	212.18
Wm. Jones.....	209.88	E. M. Shoyer.....	139.84
Nile.....	259.53	Amada.....	235.44
Geo. M. Chapman.....	318.18	Tuscola.....	221.21

SCOWS.

Sackem.....	74.81	H. Y. Attrill.....	36.41
Rocky Mountain.....	123.47	Mt. Vernon.....	40.81

RECAPITULATION.

Steamboats.....	6
Propellers.....	9
Barques.....	7
Brigs.....	34
Schooners.....	128
Scows.....	4
Total for 1854.....	137
Increase for 1855.....	51

TOTAL RECEIPTS AND SHIPMENTS.

The following table presents the total receipts and shipments of the season as far as it is possible to give them from the means in our possession. It must however be remarked that the statement is at the best but a very imperfect exhibition of the business of the year. The same careless system, or rather want of system, which characterises the registry of goods and merchandise, more particularly that entered and cleared through the Custom House, heretofore complained of, still continues to exist. In this respect the method of doing business upon the whole chain of lakes from Buffalo to this city is seriously defective, and until remedied must ever be a source of regret to all interested, and a perfect veto upon every attempt at correct statistics.

Dry goods, Groceries and Hardware are indiscriminately entered as so many "tons of merchandise," or more frequently still the weight is totally disregarded, and boxes, bales and hogsheads are merely counted or guessed at, and specified as so many "packages of goods."

Total receipts of Sugar are for instance put down in the following table at 5,486,282 lbs. We know of a single grocery house on South Water street, whose receipts of sugar have alone amounted to 6,000,000 lbs., and we have now before us a few figures from one of those firms whose receipts of three articles, sugar, coffee and tea reach 7,239,000 lbs., and the value of whose purchases of these and other groceries reaches \$1,035,000. In the articles of Flour and Grain the following table is mainly correct, but in many other particulars it can be considered but a partial and very imperfect exhibit :

STATEMENT

Showing the comparative Total Receipts and Shipments by Lake, Canal and Railroads for 1855.

RECEIPTS.

Description.	Lake.	Canal.	Railroads.	Total.
Ag. Imp'ts, Ds....	11,620	.....	11,620	11,620
Ag'l Products....	.....	296,164	896,164	1,192,328
Alc & Beer, bbls.	50	2,172	5,654	7,876
Apples, Ds....	41,400	.....	61,222	102,622
Asbes, Ds....	62,760	19,127	.....	81,887
Barley, Ds....	4,664	.....	4,664	9,328
Barley, bu....	55,387	204	116,104	171,695
Barrels, No....	18,075	2,141	.....	20,216
Beans, bush....	867	30	19,215	20,102
Beer, bbls....	121	54	12,570	12,745
Bran, Ds....	173,313	4,904,256	4,777,588	10,855,157
Bran, No....	5,086,201	1,545,080	1,499,267	8,130,548
Brown C'n, Ds....	74,765	.....	74,765	149,530
Brown C'n, No....	1,440	1,650	.....	3,090
Cluggers & Waff's	7,860	.....	7,860	15,720
Corn, Ds....	6,500	102,711	2,967,768	3,077,079
Corn, No....	.....	20,496	.....	20,496
Cheese....	2,636	677,123	679,619	1,358,778
Coal, tons....	100,007	4,156	10,926,085	11,026,248
Coffee, Ds....	17,055	.....	17,055	34,110
Corn, bu....	3,701,141	4,620,930	8,332,281	16,654,352
Cranberries, Ds....	.....	55,083	55,083	110,166
Doors & Sash....	300	.....	300	600
Dried Fruit....	75,308	2,229,463	2,260,371	4,585,142
Eggs, dozen....	1,360	273	1,433	2,793
Feathers, Ds....	.....	6,100	6,100	12,200
Fish, bbls....	12,612	.....	12,612	25,224
Flour, Ds....	4,685	13,229	222,528	240,442
Furniture, Ds....	.....	71,787	13,448,520	13,520,307
Fur....	.....	2,708	12,314	15,022
Fruit....	.....	189,845	189,845	379,690
Grass Seeds....	7,500	213,229	2,802,518	3,023,247
Grindstones, Ds....	2,041	4	2	4,086
Hams & Bacon, Ds....	22,900	1,675,608	22,121	1,720,629
Hay, tons....	.....	216	216	432
Hemp, Ds....	.....	547,716	547,716	1,095,432
Hides....	119,540	159,089	1,238,897	1,517,526
H. Ware, bbls....	602	8,581	14,243	15,426
Iron, bars & bds	20,757	.....	20,757	41,514
Iron & Nails, Ds....	9,688	.....	11,069,754	11,079,442
Lard, Ds....	8,400	438,471	24,180	471,051
Lard, No....	40,461,975	.....	25,575	40,487,550
Lead, pigs....	.....	1,250	9,964,709	9,965,959
Lead, pipe....	.....	87,773	87,773	175,546
Leather, Ds....	843,000	.....	674,428	1,517,428
Lime, bbls....	4,164	.....	4,164	8,328
Lumber, ft....	207,567,863	28,182	8,351,660	305,547,401
Machinery....	.....	15,900	117,386	133,286
Meal....	15,600	45,726	16,666	77,992
Molasses, pkgs....	1,208,177	176	46,918	1,255,261
Molasses, tons....	58,731	.....	7,603	66,334
Milk, gals....	.....	2,280,750	2,282,720	4,563,470
Oil, Ds....	.....	1,020,560	1,508,828	2,529,388
Pickets, No....	219,000	.....	219,000	438,000
Pig Iron, tons....	6,760	1,268	207	8,235
Plaster, bbls....	5,812	.....	15,105	20,917
Pork, bbls....	408	6,753	22,104	29,265
Pork in hog, No....	.....	127,568	121,568	255,136
Pork in du, wlt....	.....	3,236,638	3,236,638	6,473,276
Posts, No....	2,81,101	.....	6,260	2,81,761
Potatoes, bu....	54,514	2,651	1,148,550	1,195,624
Provisions, Ds....	.....	1,409	7,849,436	7,850,845
Rags, Ds....	62,535	41,415	.....	103,950
R. R. Iron, Ds....	26,324	.....	26,324	52,648
R. R. Furnish'g's	324	.....	324	648
Rye, bu....	.....	5,130	58,947	64,077
Salt, bbls....	169,944	.....	5	169,949
Salt in sacks, Ds....	204,669	.....	.....	204,669
Sand....	.....	1,946,660	1,946,660	3,893,320
Shingles, No....	106,722,250	.....	1,925,000	108,647,250
Shot, Ds....	.....	216,420	216,420	432,840
Soap....	.....	291,431	291,431	582,862
Staves, No....	3,792,000	115,000	.....	3,907,000
Stone, tons....	1,155	50,610	.....	51,765
Stork & H. Ware....	3,572	.....	3,572	7,144
Sugar, Ds....	.....	5,486,282	.....	5,486,282
Tallow, Ds....	25,800	12,652	.....	38,452
Tar, Pitch, &c, bbls	1,600	664	.....	2,264
Ties....	5,919,913	.....	.....	5,919,913
Timber, ft....	180,300	22,323	.....	202,623
Tobacco, Ds....	.....	174,793	.....	174,793
Water Lime, bbls	6,484	2,140	828	9,452
Wheat, bu....	4,946	921,621	6,407,150	7,345,667
White Lead, Ds....	436,500	327,570	.....	764,070
Wood, cuds....	41,673	30,739	2,398	74,810
Wood, Ds....	13,000	190,748	1,195,351	1,399,099
Other articles....	22	68,427	25,241,513	25,309,962
Cattle, No....	.....	.....	10,831	10,831
Horses....	854	.....	9,809	10,723
Hogs....	.....	178,500	178,500	357,000
Sheep....	216	.....	19,126	19,342

SHIPMENTS.

Description.	Lake.	Canal.	Railroads.	Total.
Ag. Imp'ts, Ds....	.....	676,765	.....	676,765
Ag'l Products....	.....	989,297	.....	989,297
Alc & Beer, bbls.	75	5	296	376
Apples....	913	.....	1,446	2,359
Asbes, Ds....	.....	7,800	85,923	93,723

Barley, bu....	1,315	1,43,150	.....	1,44,465
Barley, bu....	348	30,000	49,364	82,092
Beans, bu....	79	70	.....	149
Beer, bbls....	348	1,816	58,519	60,683
Bran, Ds....	47,677	27	5,006	52,710
Bran, Ds....	36,800	8,621	246,408	291,829
Brown C'n, Ds....	17,000	335,560	458,714	891,274
Brown C'n, No....	284	.....	.....	284
Black & Wt Flour, bbls	.....	112,780	20,000	132,780
Buckers, Ds....	.....	670,220	1,629,601	2,299,821
Cheese....	.....	3,467	39,057	42,524
Coal, tons....	357	187	11,400	12,944
Coffee, Ds....	.....	1,773	.....	1,773
Corn, bu....	7,19,200	.....	71,439	2,517,639
Corn berries, Ds....	.....	.....	22,902	22,902
Doors & Sash, Ds....	.....	76,000	76,000	152,000
Dried Fruit....	.....	1,00,072	354,392	454,464
Eggs, doz....	27,920	.....	27,920	55,840
Fish, bbls....	148	247	.....	395
Floor, Ds....	77,489	572	83,909	161,970
Furniture, Ds....	.....	1,86,851	891,791	1,178,642
Furs....	.....	12,750	689,327	692,077
Fruit....	.....	13,550	13,550	27,100
Grass Seeds....	2,11,550	15,000	1,191,435	2,327,985
Grind Stones, tons	.....	96	.....	96
Hams & Bacon, Ds....	1,140,300	.....	1,52,207	2,662,507
Hay, tons....	473	.....	473	946
Hemp, bales....	1,132	.....	.....	1,132
Hides, Ds....	2,320,989	.....	724,775	3,045,764
H. Ware, bbls....	51	1,755	4,229	4,995
Iron & Nails, Ds....	225	12	14,140	14,377
Lard, Ds....	1,802,900	.....	.....	1,802,900
Lard, No....	3,000	15,040,850	21,148,155	39,043,905
Lead Pig, Ds....	3,117,840	.....	22,120	3,140,000
Lead Pigs....	1,151,442	.....	.....	1,151,442
Leather....	113,500	.....	52,474	165,974
Lime, bbls....	145	2,414	6,332	6,891
Lumber, ft....	5,550	81,040,328	134,43,582	215,385,251
Machinery, Ds....	.....	295,993	1,855,375	2,151,368
Meal, Ds....	176,800	175	32,500	209,475
Molasses, Ds....	67,676	.....	2,154	69,830
Molasses, tons....	3	2,154	148,000	148,156
Molasses, Ds....	.....	3,287	.....	3,287
Oil, bu....	1,821,465	110	60,384	1,882,359
Pig Iron, tons....	89	114	14	217
Plaster, Ds....	200	.....	1,500	1,700
Pork....	31,693	12	55,259	87,023
Pork in hog, No....	1,016	.....	55,259	56,275
Pork in hog, wt....	203,200	.....	13,245,346	13,448,546
Posts, No....	.....	31,998	713,355	745,353
Potatoes, bu....	850	18,470	60,591	69,817
Provisions, Ds....	3,597,200	.....	.....	3,597,200
Rags, Ds....	136,000	.....	.....	136,000
R. R. Iron, Ds....	.....	8,297	.....	8,297
Rye, bu....	18,521	737	814	20,122
Salt, Ds....	2,100	25,320	77,492	104,912
Salt, No....	.....	70,430	.....	70,430
Shingles, No....	2,225,000	41,405,500	91,102,700	134,733,200
Staves....	.....	1,214,770	.....	1,214,770
Stone, tons....	57	37	.....	94
Stoves & h. w. tons	22	293	64	379
Sugar, Ds....	.....	60,888	.....	60,888
Tallow, Ds....	300,200	.....	.....	300,200
Tar Pitch, &c, bbls	.....	15	.....	15
Timber, ft....	.....	9,247	.....	9,247
Tobacco, Ds....	.....	16,355	.....	16,355
Water Lime, bbls....	100	306	3,488	3,894
Wheat, bu....	5,719,100	59,880	519,107	6,298,187
White Lead, Ds....	4,000	.....	4,000	8,000
Wool....	221,800	.....	1,221,000	1,442,800
Other articles....	.....	65,427	17,034,247	17,099,674
Cattle, No....	202	.....	8,001	8,203
Horses....	23	.....	1,043	1,066
Hogs....	252	.....	89,006	89,258
Sheep....	118	.....	1,029	1,147

Agricultural Resources of Illinois—Crop of 1855.

Much as we have said from time to time upon the wonderful agricultural resources of our State, we are convinced nevertheless that they are appreciated by but very few of our citizens, while abroad there is nothing like a correct conception of their magnitude and extent. Some go back to the census returns of 1850, and base their opinions of the capacity of Illinois upon the figures there given, as if they furnished a fair criterion by which to judge. They forget, or perhaps have never learned, that since those statistics were made up, nearly twenty-five hundred miles of railroad have been built in the State, that its population has increased from 851,470 to nearly 1,300,000, that the number of acres under cultivation now is more than double that of 1850,

that all the more recent improvements in the various processes of agriculture have come into general use, and that production has been further stimulated by the increased facility for moving products to market, and by unprecedentedly high prices. And they further forget, that with all this increased production hardly one-third of the arable lands of the State have been reclaimed from their natural condition. Without considering all these elements, any conclusion drawn from the census returns of 1850 would be of the most fallacious character, and would fall far short of doing justice to our noble State.

The building of railroads in our State has led to a great deal of investigation respecting its undeveloped wealth of soil and minerals. Particularly have investigations of this character been set on foot throughout that vast portion of the State traversed by the Illinois Central Road. Prior to the construction of this great work but little comparatively was known of the country which it has opened to cultivation. Remote from navigable water courses, with neither natural nor artificial outlets to market, it was passed by almost unnoticed by the immigrant. For many long years it had been offered for sale at the minimum price of public lands, (\$1.25 per acre) but with very rare exceptions, here and there, it remained a "drug" upon the hands of the Government. But with the construction of the Illinois Central Railroad, the only condition unfavorable to its settlement passed away, and instantly upon that event, explorers commenced traversing it in all directions, enterprising settlers greedily bought up the public lands at double the minimum rate, the company found willing purchasers for its immense possessions at a much greater price, and the "waste and solitary places" were speedily transformed into enterprising communities that will already compare favorably in thrift and in the means of comfort with the earlier settled portions of the State. It was found that soils the richest and a climate unusually exempt from the ordinary malaria of unsettled countries, marked the whole course of the road. Particularly were new facts brought to light respecting the middle and southern portion of the State which hitherto had been as a sealed book to immigrants seeking a western home by way of the Lake and other northern routes. Yankee enterprise had but rarely planted itself in this portion of the State. It was ignominiously designated "Egypt," and but very few from the Northern or Eastern States could be induced to explore the country and judge from personal inspection of the truth or falsity of the current statements respecting it. The day of this humiliation has passed forever from Southern Illinois. It continues to be styled "Egypt," indeed, but the designation is no longer a reproach. The

name has become honorable—suggestive of fruitfulness and plenty.

The reputation of Southern Illinois as respects productive capacity, having been thus vindicated and established, and all that tract of country constituting the high table lands forming the divide between the waters flowing west into the Illinois and Mississippi, and those flowing east into the Wabash and the Ohio, having been furnished with railroad facilities, the question as to the agricultural resources of our State becomes easy of solution. In all those ingredients of soil and concomitants of climate requisite to the most bountiful production of the cereals and grasses, in all of those conditions regarded as peculiarly favorable to the growth of stock, and particularly in topographical adaptation to the application of machinery in agricultural pursuits, Illinois may proudly challenge comparison with the most favored of her sisters of the Northwest or Southwest. We have traveled through nearly every county in the State, we have conversed with the old pioneers who know every foot of the ground, we have had the opinion of surveyors and engineers, and from all that we can gather from our own observation and that of others, we hesitate not to say that at least eighty per cent. of the entire area of the State consists of first-class arable land, and ninety per cent. of it is susceptible of profitable culture. The area of the State is 55,000 square miles. Eighty per cent. of that is 44,000 square miles, equal to 28,260,000 acres. An average corn crop in Illinois is fifty bushels to the acre. Supposing the whole of this area to be devoted to corn-growing, the ordinary annual yield would be, in round numbers, 1,413,000,000 bushels! Are these figures startling? They are inside of what might be done.

But we must leave this branch of our subject, although it is far from being exhausted, to say a few words upon the crop of 1855. And here again the U. S. census returns of 1850 constitute no safe criterion. The crop of 1849 was less than an average one in Illinois. According to the returns it was as follows:

Indian Corn, bu.....	57,646,994
Oats, ".....	10,087,241
Wheat, ".....	9,414,575
Rye, ".....	83,364
Total, bu.....	77,232,164

This was the product of a short crop, with a total population of 851,470, and with an area under cultivation of 5,039,545 acres. It must also be borne in mind that prices were comparatively low, and that there were less than 100 miles of completed railroad in the State, from which facts it will be seen that nothing like the present stimulus to production existed. We are told by old farmers, in whose sound practical judgment we have every confidence, that the product per acre in 1855 is nearly double that of 1849. If this be true, and if there had been no enlargement of the area cultivated between those

periods, it would give as the total grain crop for 1855, nearly 175,000,000 bushels. But the area has been immensely increased since 1849—probably if we were to say to 10,000,000 acres, we would not overstep the bounds of truth. Upon the subject of the crop of 1855, we are in possession of direct information from some of the most intelligent men of the State, and from nearly every county in it, on which we venture the following estimate:

Indian Corn, bu.....	150,000,000
Wheat, bu.....	20,000,000
Oats, Barley and Rye, bu.....	50,000,000
Total, bu.....	200,000,000

This estimate we believe to be under, rather than over, the actual result. If any objection is urged against it, it will doubtless be with respect to the corn crop, the figures for which are truly startling to those who have not duly considered the subject. An observation extended over a large portion of the State last summer, together with a large mass of information obtained from others, warrants us in saying that the breadth devoted to corn, last year, was about four times as great as that of all other grains. In 1849, ten counties, alone, in the State produced over 18,000,000 bushels of corn. We subjoin the list for the satisfaction of our readers:

Sangamon.....	2,218,000
Morgan.....	2,094,000
Alta.....	2,002,000
Macoupin.....	1,568,000
Fulton.....	1,470,000
Knox.....	1,370,000
Pike.....	1,170,000
Chas.....	1,147,000
Vermillion.....	1,147,000
Greene.....	1,348,000
Total.....	15,344,000

We are told on authority that we cannot call in question, that the corn crop of 1855 in Sangamon County was twice as large as ever before. If it had increased none since 1849, the aggregate for the present year would reach nearly 7,000,000 bushels! Sangamon County has an area of about 900 square miles, which gives more than eleven bushels of corn to the acre for the whole county! And this is but one of the hundred counties comprising the State. Will any one venture to say that our estimate is too large? If so let him consider the following figures showing the amount of grain which reached this city the present year by only two of our thoroughfares:

*By Great Western Railroad, bu.....	10,655,167
By Canal, bu.....	5,716,360
Total, bu.....	15,371,527

Let it be borne in mind, that a large part of this aggregate consists of corn, that it is corn of the growth of 1854, that the corn crop of that year was almost a failure owing to an unprecedented drought, and then consider, if a season of universal scarcity gives such results, what may we not expect a season of more than ordinary fruitfulness to do? The actual fact, in the completion of its legitimate, can of course only be known at the close of the next year, when the immense surplus of this year's corn crop

shall have been brought to market; but these figures in connection with those which precede them are certainly conclusive as to the reasonableness of the estimates we have given above.

We had intended in this article to give some facts and estimates respecting cattle and hogs within the State, but this article has grown so much upon our hands, that we must bring it to a close. It may be well enough to remark, however, that such a surplus as our figures indicate, will require all the rolling stock of our railroads, all the warehouses of our city, all the shipping of our port, and all the money facilities that the banking capital of the city and State can furnish, to move it to market.

The Population of Chicago.

These figures may safely challenge comparison. We doubt whether ancient or modern times can produce an example of more rapid growth.

1840.....	4,470	1849.....	21,047
1843.....	7,580	1850.....	28,269
1845.....	15,088	1851.....	38,731
1846.....	14,129	1852.....	60,692
1847.....	16,839	1853.....	65,872
1848.....	20,065	1855.....	83,300

Review of the Manufactures of Chicago for 1855.

In presenting our readers with the fourth Annual Review of the Manufactures of Chicago, we are happy to be able to say, that this important arm of our prosperity continues to keep pace with the general growth of the city and country. The year that has just closed witnessed a large accession to our manufacturing capital and industry, and in every branch pursued, so far as external inducements may be relied upon in forming a judgment, the year's business has been satisfactory in every respect. As a class, we point with pride to our fellow citizens identified with the manufacturing interest. Some of them have already achieved a world-wide reputation, while intelligence, integrity, enterprise and industry are characteristics of all.

That Chicago is destined to become a great manufacturing centre no one familiar with the wants and capacities of the country with which she is commercially connected, can for a moment doubt. Her system of railroads traverse a region unsurpassed in agricultural resources, and while they offered ready facilities for transporting the products of her workshops and factories to those who will use them, they also supply the means for bringing hither the raw material requisite for their production. Moreover, the admitted principle in political economy, that the producer and consumer should be brought as near together as possible, will act with increasing force for many years to come in the building up of manufactures here in the very heart of the great producing district of the Northwest. But the statistics which we have to present require all the space at our disposal to-day, and without further prefatory remarks we proceed to place them before our readers.

*By Great Western Railroad and the Chicago, Burlington and Quincy roads.

Iron Work, Machinery, &c.

The opening up of the North-Western territory, as well as the immense increase of manufacturing establishments throughout our own State and city, have contributed to swell to a very considerable extent the statistics of the machinery and iron works of our city. Besides the commencement of several new foundries and machine shops, those already established have in some instances nearly doubled the force employed during 1854, and there are none but have greatly increased. By referring to the recapitulation at the end of this list, it will be seen that the value of the manufactures turned out during 1855 exceed those of 1854 by \$426,500; that the number of men employed exceed that of 1854 195; and that the capital invested in iron works and machine shops during 1855 exceeds that employed in 1854 by \$102,000.

There is no exaggeration about the aggregate of these figures; for our estimates were all made rather below than up to the probable amounts. There is no necessity to swell the result one cipher; for the actual increase in this department of industry, during the past few years, has had no parallel anywhere else in the West, or even in the United States.

One cause which has tended to increase the machinery business of our city, in no small degree, is the superior reputation which Chicago has acquired over that of St. Louis, Cincinnati, or any other Western city. When traveling through Iowa, Minnesota, or even Missouri, the difference in the prosperity of those factories or mills having Chicago machinery, over those fitted up with St. Louis machinery, has been too apparent to be unobserved. It is no longer necessary to send East for machinery; for we have machinists here as good as can be found anywhere else in the United States, and who are better acquainted with the kind of engines, &c., best adapted for new countries.

EAGLE WORKS.—P. W. GATES & Co., Manufacturers and Builders of Railroad Cars, Portable and Stationary Engines and Boilers, Portable Saw Mills, Gates' Patent Screw-Cutter, and General Millwrights and Machinists.

This establishment, located on West Water street, among the oldest of the kind in Chicago, has progressed in a degree only paralleled by the growth of our city. The small but unpretending establishment of 1849, known as the Eagle Works, has, year after year, extended and widened, till now we have machine, boiler, car, smith and pattern shops, foundry, &c., all of which occupy a wide area of ground.

In 1848 the proceeds of the year's work did not exceed \$10,000. In 1853 it was increased to \$110,000. In 1854 there were built 271 railroad cars 170 men employed, and work turned out to the amount of \$275,000.

During the last year, the amount of manufac-

tures has been nearly doubled. The following are the figures:

Total Sales of Manufactured articles during 1855.	\$465,000
Amount of Wages Paid.	150,000
Number of Men employed during 1855.	320
Number of Railroad Cars built.	362
Number of Steam Engines from 4 to 100 horse power.	140

RAW MATERIAL CONSUMED IN 1855.

Wrought Iron.	.....tons, 1,050
Pig Iron.	.....1,000
Boiler Iron.	.....200
Bituminous Coal.	.....900
Lehigh Coal.	.....150
Hardwood and Pine Lumber.	.....feet, 1,200,000

Besides the articles enumerated above, there is an extensive business carried on in selling and manufacturing mill machinery of all kinds, portable circular saw mills, flour and corn mills and bolts, machinists' tools, &c.

This year there is every reason to suppose their manufactures will far exceed the above.

EXCELSIOR IRON WORKS.—MASON & M'ARTHUR, corner of Canal and Carroll streets, West Division.

These works, commenced in 1852 in a small shop on Randolph street, have grown into an extensive establishment, teeming with machinists, engineers and boiler makers. In 1853 they paid out for labor and iron \$38,000. In 1854 they built 150 boilers, and employed 60 men.

During the last year an extensive addition has been built to the establishment, and even with that they have not room enough to manufacture sufficient to fill their orders. The present size of their works is 74½ by 150 feet, fronting on Canal and Randolph street, making 7,880 square feet of shop room.

The following is a statement of their manufactures for 1855:

Total value of manufactures in 1855.	\$55,000
Wages paid in 1855.	17,250

The following is the enumeration:

Number of Engine Boilers manufactured.	.....52
of Steam Engines.	.....7
Average number of men employed.	.....55

RAW MATERIAL CONSUMED.

Boiler Iron.	.....tons, 120	Castings.	.....tons, 26
Bar Iron and Steel.	.....30	Coal.	.....159
Sheet Iron.	.....15		

Besides steam-engines and boilers, these enterprising mechanics fit up mills of all kinds, and manufacture mill gearing.

GRANGER IRON WORKS.—GRANGER & BROS., Iron Founders and Machinists, corner of Indiana and Franklin streets, North Division.

This establishment—the oldest but one of the kind in the city—was entirely rebuilt in 1854, and occupies an area of ground 200 feet by 75, which gives shop room to the extent of 12,000 square feet. Some of the best machinery in the West has been manufactured in this establishment.

In 1854 the manufactures amounted to \$55,000, and during that year they consumed 300 tons pig iron, \$3,000 worth of wrought iron, one hundred tons bituminous, and 80 tons anthracite coal.

The following is a statement of the manufactures, &c., for 1855:

Capital invested.....	\$51,000
Value of manufactures.....	78,000
Amount of wages paid.....	26,981
Steam engines built.....	27
Number of men employed.....	75

RAW MATERIAL CONSUMED.

Pig Iron.....	tons, 823
Wrought Iron.....	55
Bituminous Coal.....	400

In these works there are manufactured large quantities of machinists' tools, castings for agricultural implements, water and gas-pipes, gas lamp-posts, mill gearing &c.

CHICAGO STEAM-ENGINE WORKS.—H. P. MOSES, west end of Polk street bridge, West Division.

This establishment is the oldest Iron Foundry and Steam-Engine Works in the city, and enjoys a wide reputation for excellence and durability of workmanship. It is engaged principally in the manufacture of steam-engines, boilers and machinery, and can boast of having specimens of their work scattered all over the West.

The manufactures turned out in these works in 1853, amounted to \$55,090, during which period they constructed 13 steam-engines, and employed 65 men.

In 1854 they manufactured to the value of \$152,000—built 39 steam-engines and employed 80 men. During the same period they erected a large number of saw-mills for Iowa and Minnesota.

The following are the figures for the past year:

Total value of manufactures.....	\$175,000
Wages paid to hands, about.....	48,000
No. of hands employed.....	80
Steam Engines built.....	45

RAW MATERIAL CONSUMED.

Pig Iron.....	tons, 550	Bituminous Coal.....	tons, 260
Wrought Iron.....	100	Anthracite Coal.....	90
Boiler Iron.....	50		

Of the engines manufactured 7 were of 100 horse-power, and the balance 12 to 60 horse.

This year they expect to add at least 50 per cent. to the above figures. Mr. Moses has just returned from a tour through Iowa, and brought with him orders for a large number of Muley saw-mills, with engines. He bears testimony to the superior reputation which Chicago machinery possesses over that of any other Western State.

VULCAN FOUNDRY.—H. WARRINGTON, West Water street.

This foundry is extensively employed in the manufacture of mill-gearing for other establishments in the city, and in the erection of steam engines and saw mills. The size of the foundry is 125 feet by 120, and has a large two-story building as a machine shop and foundry.

In 1854, work was turned out to the amount of \$73,000, during which time they built 13 steam engines, employed 35 hands, and consumed 350 tons of pig iron, 30 tons of bar iron, 110 tons of Lehigh coal, and 150 tons of Erie coal.

The following is their statement for 1855:

8 Steam Engines.....	\$11,500
Mill-work, machinery and castings.....	40,000
Wages paid, about.....	15,000
Number of hands employed.....	30

RAW MATERIAL CONSUMED.

Pig Iron.....	tons, 300	Lehigh coal.....	tons, 75
Bar Iron.....	50	Erie coal.....	150

The present year will probably double the above figures.

JOHN LEATTIE & CO., Boiler Makers and Steam Engine Manufacturers, North Water street, west of Wells.

This a small establishment, devoted principally to jobbing and repairs. It was commenced about two years since, with a very small capital, and has steadily grown with its increasing business.

The following is a statement of the business of 1855:

6 Boilers, value.....	\$2,500
5 Steam Engines.....	2,000
Jobbing and repairs.....	5,000
Wages paid, about.....	6,000
Average number of men employed.....	14

GALENA & CHICAGO U. R. R. MACHINE SHOP—West Kinzie street.

The machine and car shops of the G. & C. U. R. R. occupy one entire block, and have buildings thereon to the value of \$100,000. It is principally devoted to repairing and rebuilding engines that may be damaged or used up.

The following figures for 1855 are copied from the books of the Company, through E. R. Brown, Esq.:

1 24 horse passenger engine—"Grey Hawk"....	\$11,000
Rebuilding and repairing.....	150,000
Wages paid.....	48,534
Raw material consumed.....	50,000
Number of hands employed.....	10

Two passenger engines have been built in these works during the past two years, one—"Black Hawk"—built in 1854, and the other, mentioned above—"Grey Hawk"—built during last year. Those who have seen this splendid engine, pronounce it to be equal to any that has ever been brought into this city from the East. It is a credit to Chicago machinists, and shows what can be done in our city. The time is not distant when Chicago will be the manufacturing depot of all the machinery connected with railroads for the entire West.

G. & C. U. R. R. CAR SHOP.—This shop is principally engaged in repairing and building freight cars. During 1855, 40 men were employed, and wages paid to the amount of \$62,400.

ILL. CENTRAL R. R. MACHINE AND REPAIR WORKS.—These works are located on the Lake shore, south of Twelfth street, and have been erected during the past year. They are very complete, and are built entire of Athens stone, in a very substantial and durable manner. The machine shop is three stories high and is 175 feet long by 75 feet wide; carpenter shop 100 feet by 40; blacksmith shop, 175 feet by 70; engine house, 160 feet diameter. The cost of the whole buildings cannot fall short of \$180,000.

The average number of hands employed since

these works commenced (June 20. 1855,) is 224, who have been principally engaged in repairing and building. No statement as to the value of the work performed, or of the amount of raw material consumed, could be arrived at. H. H. De Clercq is the master machinist.

ROCK ISLAND R. R. MACHINE AND REPAIR WORKS.—These works, consisting of car, machine, and blacksmith shops and engine house, constructed of brick, and built in the most substantial manner, cover three acres of ground, and are located on Buffalo street, between Twelfth and Liberty streets.

The work turned out from these shops is of the most varied character, from the making of an office stool to the rebuilding of a locomotive.

The following figures have been furnished by Mr. Barney, master mechanic, and Mr. D. F. Wilson, superintendent of the car shop:

Capital invested, about.....	\$110,000
Wages paid during 1855.....	90,000
Work turned out.....	150,000
Cost of raw material consumed.....	60,000
Average number of hands employed.....	150

The above includes the machine, car and blacksmith shops.

CHICAGO, BURLINGTON & QUINCY R. R. MACHINE AND REPAIR WORKS, West Kinzie street, between Mary and Ann streets.

This establishment covers about four acres of ground, on which are erected an engine house, machine shop, and blacksmith shop. There is nothing but repairing and rebuilding done at these works at present; but it is intended that the manufacture of cars and engines shall be added. The following is a statement of the business of 1855:

Value of work done, about.....	\$100,000
Wages paid, about.....	40,000
Average number of hands employed.....	70

RAW MATERIAL CONSUMED.

Wrought iron.....tons, 200 | Blossburg coal.....tons, 250

CHICAGO, ST. PAUL, and FOND DU LAC R. R. MACHINE AND REPAIR WORKS.—These works are located on the North Branch of the river, and cover about two acres of ground, on which are built three frame buildings, comprising machine, carpenter and blacksmith shops. The average number hands employed is 25, and the amount of wages paid in 1855, about \$9,000. A statement of the value of work done, or of the raw material consumed, could not be obtained.

CHICAGO IRON WORKS.—F. LETZ, No. 89 Dearborn street. This establishment is engaged for the most part, in the manufacture of iron fencing, ornamental iron works, iron doors, iron shutters, vaults, etc., etc. Besides this, Mr. Letz has turned his attention to repairing and putting on safe locks. The following is a statement of their manufactures, etc., during 1855.

Value of work manufactured.....	\$82,000
Wages paid.....	21,230

RAW MATERIAL CONSUMED.

220 tons wrought iron.....	\$18,860
24 " pig iron.....	8,410
390 " coal.....	3,100
Tools, hardware and lead.....	2,700
Lumber, sand, charcoal, &c.....	4,500

EVARTS & BUTLER'S SHINGLE MACHINE FACTORY.—This establishment is situated on North Water street, near Wells street bridge. It is devoted almost exclusively to the manufacture of Evarts & Butler's circular sawing shingle machines.

The following is a statement of the manufactures, etc., of 1855:

Value of work turned out.....	\$28,500
Cost of raw material consumed.....	9,190
Wages paid.....	11,700
Number of hands employed.....	26
Number of shingle mills manufactured.....	75
Number of jointers.....	56

These machines are being introduced all over the West, and until a superior is brought into competition, is likely to keep the lead.

C. R. FOX'S CIRCULAR SAW-MILL FACTORY, 155 Canal Street, West Division.

This establishment manufactures almost exclusively Fox's patent self-acting, siding, flooring, and log mills, for sawing all kinds of lumber with a circular saw, direct from the log, or after it is cut. It is filled with all kinds of machinery necessary for manufacturing purposes, such as planes, engine lathes, drills, boring machines, wood planer, etc. It has also a blacksmith shop attached, with a fan for blasting, all of which is driven by a powerful steam engine.

The following is a statement of the business done during the year 1855:

Capital invested, about.....	\$20,000
84 log and siding mills.....	34,000
Wages paid, about.....	12,000
Number of hands employed.....	20

RAW MATERIAL CONSUMED.

Iron and steel.....tons, 100 | Lumber.....feet, 50 000
Coal.....200 |

These mills have the reputation, all over the West, of being among the best ever manufactured. Orders from Iowa, Minnesota, Kansas, and Nebraska are pouring in faster than they can be made. The manufactory is under the immediate direction of Mr. R. S. Potter, formerly of the Ill. Central Railroad.

FULTON, PERKINS & Co., Wood and Iron Machinists and Millwrights, West Water street, opposite the Eagle Works.

This establishment is principally engaged in the manufacture of their portable saw mills, improved smut machines, grain separators, portable flour bolts, lath saws, reslitting saws, &c.

They commenced business in January, 1855, since which time their manufactures, &c., figure as follows:

Capital invested.....	\$5,000
Eighty circular saw mills.....	28,000
Other machine work.....	2,000
Wages paid, about.....	8,000
Number of hands employed.....	15

It will be recollected by many of the readers of the Press, that the above portable saw mill was exhibited at the State Fair held in our city last October.

HUNT & CHASE, corner of Canal and Adams streets, Manufacturers of Sash and Moulding Machines.

This establishment is but recently commenced. It is devoted exclusively to the manufacture of

the above machines, and is the only place in the North-West where such machines are turned out. They at present employ 10 hands, but this year, there is every probability that they will employ double that number.

N. SCHNEIDER, Boiler Maker, Canal street, between Adams and Jackson streets.

This establishment was commenced about a year ago, since which their manufactures figure as follows:

Capital invested.....	\$15,000
Seventy-five boilers manufactured.....	15,000
Raw material consumed.....	30,000
Wages paid.....	7,000
Number of hands employed.....	25

M. C. BARREL, Iron Founders, corner of Canal and Adams streets.

This foundry has been established during the past year, and is engaged in manufacturing castings for machinists and others. The following is a statement of their manufactures, &c. during 1855:

Capital invested.....	\$28,000
Castings manufactured.....	27,000
Wages paid.....	8,000
Number of hands employed.....	14

RAW MATERIAL CONSUMED.

Pig iron.....tons, 300	Coal.....tons, 150
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THOMAS HEZMAHALCH, Iron Founder, corner of Carroll and Halsted streets, West Division.

This establishment is devoted exclusively to manufacturing iron castings. The following are the figures for the business done in 1855:

Capital invested.....	\$ 6,000
Value of Casting manufactured.....	12,000
Wages paid, about.....	4,800
Number of hands employed.....	15

RAW MATERIAL CONSUMED.

Pig iron.....tons, 250	Lehigh coal.....tons, 65
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This year, the business will be considerably increased.

RUSSEL & ANGEL, Iron founders, corner of Kinzie and Halsted streets.

This foundry was opened in May last, and has not properly commenced business yet.

The following is a statement of the business done during the past eight months:

Capital invested.....	\$50,000
150 tons castings valued at.....	8,000
Wages paid.....	3,200
Number of hands employed.....	14

RAW MATERIAL CONSUMED.

Pig iron.....tons, 150	Coal.....tons, 125
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This year an extensive addition will be built to their present foundry, and render them able to do a large business.

BROOKS & OSIONS, Iron Founders, West Lake street, between Union and Halsted streets—blanks not returned.

C. REISSIG, Chicago Steam Boiler Works, Jackson street, West Side, on the river—blanks not returned.

J. W. COHN, manufacturer of Steam Engines, Mill Gearing, &c., Kirzie street, West Side—Blanks not returned. Destroyed by fire on the evening of the 25th inst.

J. TAAR, Ship Smith, Kirzie street, North Division. There are employed at this establishment

10 hands. The value of the work turned out in 1855 is \$10,000, and the iron used about \$4000.

WM. BARAGWANATH, Boiler Maker, Market street, near Van Buren street bridge.

The following is a statement of the manufactures turned out at this establishment during the year 1855:

Capital invested.....	\$15,000	No. of hands employed.....	30
44 boilers built.....	{	125,200	
General Jobbing.....	{		

GEO. W. PRICKETT, manufacturer and dealer in Iron Mantles, Parlor Grates and Fenders, 118 Clark street.—Blanks not returned.

A. F. STOPPARD, Iron Railing manufacturer, 197 Randolph street.—No report received.

RECAPITULATION.

CAPITAL.

Capital invested in 1855 in Machinery and Iron Works.....	\$1,102,000
Capital invested in 1854.....	1,000,000

Increase in 1855.....\$ 102,000

MANUFACTURES.

Total value of Manufactures in 1855.....	\$1,936,500
1854.....	1,500,000

Increase in 1855.....\$ 436,500

ENUMERATION OF MANUFACTURES.

No. of Steam Engines built in 1855.....	27
No. of Boilers manufactured in 1855.....	653

WORKMEN EMPLOYED, WAGES, ETC.

No. of Workmen employed in 1855.....	1,295
1854.....	1,240

Increase in 1855.....195

Total Wages paid Workmen in 1855.....	\$60,398
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RAW MATERIAL CONSUMED.

Wrought Iron.....tons, 3,665	
Pig iron.....	5,222
Boiler iron.....	2,570
Coal.....	6,313

Agricultural Implements.

The rapid increase of the farming population of the West and Northwest has rendered the establishment of factories for the production of agricultural implements a mere matter of necessity. As acre after acre of our vast and almost untrodden prairies has been subjected to purposes of civilization, so has the demand for agricultural implements been increased, and the minds of ingenious mechanics set to work to accomplish some new labor-saving machine to cut down, thresh, or grind the produce that waves annually over the fertile fields of the West.

The same causes that have contributed towards making Chicago the greatest produce market in the United States, is making her the great manufacturing centre for all kinds of agricultural implements. The reapers and mowers of Chicago manufacture have been exhibited in every civilized country in the world, and as they marched onward through the yellow fields of grain, cutting it down, acre after acre, before the astonished gaze of the citizens of Paris and London, have acquired a reputation which may truly be said to be world-wide.

As will be seen by the recapitulation at the end of our agricultural implement manufactures, this branch of industry has greatly increased during the past year. Still the increase of 1857,

large though it be, is a mere cipher to what that of the present and future years will be.

M'CORMICK'S REAPER AND MOWER FACTORY.—This establishment is situated on the north side of the river near the entrance of the harbor, and covers four or five acres of ground, on which are erected several substantial brick buildings.

The effect of the increased demand for reapers and mowers in the West during the past year, as well as the substantial reputation of M'Cormick's machines all over the world, is to be seen by a comparison of the figures of the last year with those of the present.

In 1854 the number of reapers manufactured was 1550—valued at \$232,500. The number of hands employed was 140, and the value of the raw material used amounted to \$78,000.

The following is a statement of the manufactures, &c., of 1855:

Capital invested.....	\$394 000
Total value of manufactures.....	398,040
Wages paid.....	91 000
Number of machines manufactured.....	2 568
Average number of hands employed.....	250

RAW MATERIAL CONSUMED.

825,000 feet lumber.....	\$13 946
785 tons pig iron.....	26 724
434 tons bar iron.....	31,682
25 tons malleable casting.....	6 000
30 000 lbs. cast steel.....	5,400
6,000 lbs. black tin.....	1 800
4,000 lbs brass castings.....	1,350
12 000 lbs paint.....	1 200
9,000 lbs leather.....	2 600
35 000 gallons oils.....	4 500
500 gallons spirits turpentine.....	500
23,000 lbs sheet zinc.....	3 274
Other materials, say.....	5 000

Total cost of raw material.....\$103 785

It may not be uninteresting to our readers to glance at the amount of work performed by the above array of reapers during the past season. At a low estimate each machine has cut 150 acres grain and 50 acres grass. This would give the aggregate worth of the whole as 385,200 acres of grain, and 128,400 acres grass—equal to 7,704,000 bushels of the former and 192,600 tons of the latter—worth \$4,815,000.

The area of country shorn bare by these machines is equal to a field of 802 square miles, or a tract of country a mile wide, extending in an air-line from Chicago to Boston.

Were all these reapers set to work, side by side, each occupying a space of ten feet front, the line would extend nearly five miles wide; and suppose the cutting of these machines is viewed as a single cut in a straight line, the swath would extend around the earth forty times.

From orders now received, it is expected that the manufactures of 1856 will exceed those of 1855 thirty five per cent.

PRAIRIE FARMER AGRICULTURAL FACTORY.—JOHN S. WRIGHT, corner of Hubbard and Michigan streets, North Division.

This establishment, so well known to the farmers of Illinois, continues steadily to grow up with our city. At present it covers about two acres

of ground, and has two two-story frame buildings erected thereon.

It is devoted exclusively to the manufacture of Atkins' Self-Raking Reapers and Mowers, which took the premium at our State Fair last October.

In 1854 there were manufactured at this establishment 390 reapers, besides a large quantity of corn-shellers and other implements, the value of which amounted to \$49,000. As will be seen below, the manufactures for last year more than double those of 1854.

The following are the figures for the year 1855:

Capital invested, about.....	\$ 50 000
Value of manufactures.....	140,000
Wages paid, about.....	50,000
Number of reapers manufactured.....	700
Number of hands employed.....	120

RAW MATERIAL CONSUMED.

Ash lumber.....ft, 200 000	Coal.....tons, 300
Iron.....tons, 500	

During the present year they will manufacture 2,000 reapers, and are now about to extend their works very considerably.

H. A. PITTS' AGRICULTURAL WORKS, corner of West Randolph and Jefferson streets.

This establishment was burned down last September, but since then it has been rebuilt on a much larger and more substantial scale than formerly, affording room to manufacture double the amount they were able to turn out in the old factory. The present establishment, just finished, consists of a main building, 150 by 35 feet wide, four stories in height. This is joined by another erection, 75 feet long by 20 feet wide, three stories high. The blacksmith-shop and foundry are in a building separate from these, and are in every way convenient and extensive.

The enterprise displayed by Mr. Pitts in the speedy erection of the present factory, is very laudable, and is of itself a proof of the appreciation of their machines by the farmers of the West and Northwest.

The following is a statement of the manufactures, &c., turned out in 1855:

100 Pitts' Patent Separators.....	}	\$36,500
110 " Double Plow and Horse Powers.....		
25 Corn and Cobb mills.....		1,250
52 Horse-trad Powers and wood saws.....		1,000
Repairs and other work.....		2,000

Total value of manufactures.....\$40 750

In addition to the above, there were about 50 more threshing machines and 50 horse powers nearly ready for market, which were burned on the 9th of September last.

No. o. hands emp'd.....60 | Wages paid.....\$32,700

RAW MATERIAL CONSUMED.

Lumber.....feet, 100,000	Lehigh Coal.....tons, 20
Pig Iron.....tons, 95	Erie Coal.....150
Wrought Iron.....35	

This year they will probably manufacture upwards of 200 machines and employ 100 hands.

WEMPLE, KLINE & Co., Agricultural Steam Works, corner Canal and Washington streets, West Division.

These works are engaged principally in the manufacture of Wemple's patent threshing machines, corn and cob crushers, corn shellers, &c.

During 1854 there were manufactured at this establishment 100 threshing machines and horse powers, and 50 corn shellers—the total value of which amounted to \$44,000.

During the year 1855 the manufactures, &c., as given to us, are:

140 Threshing machines.....	\$450,000
50 Power Corn Shellers.....	60,000
Repairs.....	15,000

Total value of manufactures.....	\$510,000
Capital invested.....	\$250,000
Wages paid.....	20,000

They have just commenced manufacturing corn and cob crushers.

Besides the above, there are several other factories in the city, which turn out agricultural implements of various kinds, in connection with wagon-making, &c., which will be noticed under other heads.

RECAPITULATION.

CAPITAL.

Capital invested in 1855 in Agricultural Implement Factories.....	\$454,000
Capital invested in 1854.....	310,000

Increase of Capital in 1855.....	\$144,000
MANUFACTURES.	

Total value of Manufactures in 1855.....	\$649,790
1854.....	350,000

Increase in Manufactures in 1855.....	\$299,790
ENUMERATION OF MANUFACTURES.	

	1854.	1855.
No. Reapers and Mowers manufactured.....	1,800	3,268
No. Threshing Machines manufactured.....	175	240
No. Corn Shellers manufactured.....	75	140
No. Corn and Cob Crushers manufactured.....	40	80

WORKMEN EMPLOYED IN MANUFACTURING.	
No. of Men employed in 1855.....	480
1854.....	300

Increase in 1855.....	180
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RAW MATERIAL CONSUMED.

	1854.	1855.
Lumber.....feet,	700,000	1,275,000
Pig Iron.....lbs.	920	1,470
Wrought Iron.....	400	654
Coal.....	650	1,370

Railroad Car and Bridge Manufacturers and Builders.

UNION CAR AND BRIDGE WORKS, Unionville.—Stone, Boomer & Borton, Proprietors.

This establishment was located for the last two years on South Clark street, till the 30th of September last, when it was destroyed by fire. It was carried on, up to that time, by Stone & Boomer, and was the most extensive in the Western country.

Immediately after the burning of their works in Clark street, Messrs. Stone & Boomer purchased the American Car Works, on the lake shore, and associated with them N. S. Bonton, Esq., he having purchased the interest of G. W. Sizer & Co. in that establishment.

These works occupy an area of over thirteen acres of ground, on which are erected buildings and shops of various kinds for manufacturing purposes. The location, immediately on the line of the Michigan Central and Illinois Central Railroads, is a most favorable one for an establishment of this kind. By their position at this point, they are enabled immediately upon

cars being furnished, to ship them south, west or east, without any inconvenience or trouble.

The Union Car Works are principally engaged in the manufacture of passenger, freight, baggage and mail cars, and in the building of railroad bridges, turn-tables, fretted and arched roofs, and in the building of passenger depots and almost everything connected with railroads.

In the construction of bridges and arched roofs, this establishment is famous all over the West. They are now building the railroad bridge across the Mississippi at Rock Island, and they are preparing the way for the iron horse through Missouri and Iowa in the same manner. The arched roof, just finished, of the passenger depot of the Illinois Central Railroad stands forth as a specimen of Western engineering and mechanism. It is said to be surpassed by none in the United States.

The following is a statement of the amount of manufactures, &c., for the past two years:

	1854.	1855.
1st class passenger cars.....	25	25
2d ".....	20	20
Express, baggage and P. O. Cars.....	400	20
Freight cars.....	525	525
Bridges completed.....lineal feet,	11,887	12,474
Bridges uncompleted.....	7,800	15,000

Besides the above they have built during the year 1855:

Illinois Central Passenger Depot Roof, Chicago.
Michigan Southern Engine House " "
Parmelee's Omnibus Stable " "
20 Turn Tables.

VALUE OF MANUFACTURES, &c.

Total value of manufactures, &c., in 1855.....	\$950,000
in 1854.....	835,000

Increase during 1855.....	\$115,000
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RAW MATERIAL CONSUMED.

	1854.	1855.
Timber and lumber.....feet,	7,525,000	9,000,000
Cast Iron.....tons,	1,758	2,000
Wrought Iron.....	1,426	3,000
High coal.....	250	250
Birmingham coal.....	1,000	350
Bituminous coal.....		800

CAPITAL.

Capital invested in new works.....	\$470,000
Capital invested in old works.....	200,000

Inc of cap'l.....	\$170,000
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WORKMEN AND WAGES.

	No. of Men.	Wages.
Employed in 1855.....	350	\$255,640
" 1854.....	400	187,200
Increase in 1855.....	150	\$68,440

The foundry of the old works on South Clark street continues to be operated in conjunction with that at their new establishment—both of which are capable of casting 75 car wheels per day, and car and bridge castings as fast as wanted. 25 tons of iron can be melted per day.

There is a branch firm of this establishment at St. Louis, Mo., under the firm of Stone, Boomer & Co.; and also one at Davenport, Iowa, under the title of Stone, Boomer & Boyington.

J. De Creet, Esq., is the superintendent of the car and bridge works.

Their figures for last year would have shown much larger but for the fire that occurred.

Brass Founders, Tin and Copper Smiths, Plumbers and Gas Filters.

THOS. GEORGE & Co., manufacturers of Copper, Brass and Tin Ware, 201 Lake street.

This establishment is one of the oldest in the city, and is extensively engaged in the manufacture of all kinds of steam pipes, railroad and steamboat pumps, flues, &c. The machinery is all driven by steam, and the factory heated throughout by steam pipes from the boiler.

The following is a statement of the manufactures, &c., for 1855:

Value of manufactures.....	\$75,000
Raw material consumed.....	50,000
Wages paid.....	18,000
Number of hands employed.....	60

M. NUGENT, Brass Founder, Coppersmith and Pump Manufacturer, corner of Washington and Market street.

These works were established in this city in 1849, under the firm of Nugent & Owens, and have been engaged in the manufacture of all kinds of brass and copper work, and pumps for railroads, steamboats, &c.

In 1854 the works were destroyed by fire; but have been recently rebuilt, consisting of a four-story brick building 20 feet front by 70 feet deep, with out-buildings of the same dimensions.

The following are all the figures we were able to get concerning the manufactures of 1855:

Capital invested....\$15,000	Wages paid.....	8,000
Raw mat'l consumed, 17,000	Av. No. employed.....	17

EAGLE BRASS CO.—C. CLAPP.—Brass Founder, Lake Shore, south of Twelfth street.

This foundry was only commenced in October, 1855, and is principally engaged in the manufacture of railroad car trimmings of all kinds.

The following figures denote the business done since they opened:

Capital invested.....\$5,000	Raw mat'l consumed, 3,000
Val. of manufactures 6,000	No. of hands employed.....5

LEONARD & BROTHER, Brass Founders and Finishers, corner of Jefferson and Wayman streets, West Division.

This shop is principally engaged in manufacturing brass faucets, stop cocks and plumber work.

During the year 1855, their manufactures, &c., figure as follows:

Capital invested.....\$2,000	Wages paid.....	\$2,400
Val. of manufactures 10,000	Av. No. hands employed.....5	

RAW MATERIAL CONSUMED.

Brass.....	18,000	Coal.....	tons, 15
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R. T. CRANE & BROTHER, Brass Founders and Faucet Factory, corner Canal and Fulton streets.

This foundry and finishing shop was only opened last August. They are principally engaged in the manufacture of journal boxes from patent white metal; but they make all kinds of brass and compositions castings.

The value of their manufactures from August 1st, 1855 to January 1st, 1856, amounts to about \$10,000. They employ 7 hands.

FULLAGER & SNEETH, Copper, Brass and Tin Smiths, 122 West Randolph street.

This establishment is engaged in the manufacture of worms and pipes for distilleries and breweries, and in repairing the flues of locomotives.

The following are their figures for 1855:

Capital invested....\$5,000	Wages Paid.....	\$6,000
Val. of manufactures 25,000	No. of hands employed.....	14

RAW MATERIAL USED.

Copper.....	lbs, 12,000	Coal.....	tons, 45
Tin.....	boxes, 50		

J. J. WALWORTH & Co., Steam and Gas Pipe Manufacturer, 188 Lake street.

This establishment is principally engaged in fitting up steam-heating apparatus in hotels, dwelling houses, and factories. There is ample room for another establishment devoted to this branch of manufactures in our city.

We were not furnished with the statistics of this factory.

H. W. RINCKER, Brass and Bell Founder, Canal street, near Adams.

This foundry is devoted exclusively to the manufacture of Bells—the demand for which throughout the Northwest is rapidly growing.

The figures for this foundry during the past year we did not obtain.

McINTYRE & Co., Brass Founders, 79 Wells street. This establishment is devoted principally to the manufacture of all kinds of Brass Fixtures for steam, water and gas. Blank circular for report of last year's business was not returned.

S. B. HAGGARD & Co., Chain Pump manufacturers, 324 Randolph street.

This establishment was commenced in 1850, and the demand for chain pumps in the Northwest has rapidly increased the amount of manufactures turned out.

The business of 1855 is denoted by the following:

Capital invested....\$10,000	Wages paid.....	\$5,000
Value of manufactures 35,000	No. of hands employed.....	12

LOOMIS & ABBOTT, Tin Roofer, 61 Randolph street.

This firm commenced business in 1854, and have since been steadily engaged in business. The following are the figures for 1855:

Capital invested....\$10,000	Wages paid.....	\$1,500
Value of manufactures 20,000	Raw mat'l consumed.....	15,000

DAY & HAYDEN, Lock manufacturers, 86 Randolph street.

This establishment was only opened in July last, and have been devoted principally to the manufacture of locks, keys, latches, bell-pulls &c., &c. They have the promise of a very large business, and hope next year to give us figures for publication.

ARNOLD BECKMAN, Lock Smith, 47 Franklin street. No report.

F. JENSEN, Lock Maker and Repairer, 105 Wells street. No report.

M. & J. GREENBAUM, Tin Ware manufacturers, West Randolph street. No returns.

R. D. McFARLANE, Manufacturer of Gas and Steam Fittings, Plumbers, &c., 54 LaSalle street.

This establishment was commenced in 1854, and has been principally engaged in the plumbing and gas-fitting business.

The following figures are all that could be obtained regarding the business of 1855:

Capital invested.....\$15,000	Raw mat'l consumed.....\$20,000
Wages paid.....8,000	

ALEX. RAFFEN & SON, Plumbers, corner of Wells and Monroe streets.

This firm engages principally in Plumber work, and in the manufacture of bathing apparatus, refrigerators, &c. The following are all the figures our reporter could obtain of their manufactures of 1855:

Capital invested.....\$3,000	Value of manuf'rs....\$11,000
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WILSON & HUGHES, Plumbers, No. 50 Dearborn street. Figures solicited but not received.

PEDERSON & KENNY, Manufacturers of Tinware, Plumbers, &c., corner of North Clark and Michigan streets.

At this establishment there is manufactured hollow-ware of all kinds, besides a large amount of plumbing work done.

The following is a statement of the manufactures, etc., of 1855:

Capital invested.....\$2,000	Wages about.....\$5,000
Value of manufactures.....5,000	No. of hands employed...8

RAW MATERIAL CONSUMED.

Sheet Iron.....bbls. 100	Lead Pipe.....lbs. \$1,745
Tin.....bxs. 50	Coal.....tons. 15

EDWIN HUNT, Bell Hanger, White-Smiths, and Iron work, 79 Lake Street.

This establishment is connected with the hardware store, at the above place.

The following is the amount of manufactures, etc., of 1855:

Capital invested.....\$5,000	Raw mat'l consumed.....\$7,000
Val. of manufactures 18,000	No. of hands employed...6
Wages paid, a. out...3,000	

DRAKE & MILLER, manufacturers of tin ware and sheet iron work, 79 Randolph Street.

This establishment was commenced in 1852 and occupies a two story building, 20 feet front by 60 deep.

The manufactures for 1855 figure as follows:

Capital invested.....\$15,000	Wages paid.....\$6,500
Val. of manufactures 60,000	No. of hands employed...12
Raw mat'l consumed.....25,000	

BECKER & DEAN, manufacturers of Tin ware, and dealer in Stoves, 29 South Clark street.

This establishment was only commenced in May of last year, but their figures show that they have done, since then, a large amount of business:

Capital invested.....\$6,000	Wages paid.....\$1,500
Val. of manufactures 11,500	No. of hands employed...6

RAW MATERIAL CONSUMED.

Sheet Iron.....bbls. 200	Block Tin.....lbs. 500
Tin.....bxs. 175	Wire and Rods.....2,000
Sheet Copper.....bs. 2,700	

J. K. BORSFORD & Co., manufacturer of Tin Ware etc., 109 Lake Street.

This establishment is in connection with a hardware store. The following are the manufactures, etc., of 1855:

Capital invested.....\$5,000	Wages paid.....\$6,000
Val. of manufactures 20,000	No. of hands employed...12

RAW MATERIAL CONSUMED.

Tin.....bxs. 600	Copp r.....bs. 2,500
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PARISH, KID & Co., Manufacturers of Tin-ware, 130 North Clark street.

The amount of manufactures, etc., of this establishment, for 1855, are as follows:

Capital invested.....\$3,000	Wages paid.....\$1,200
Val. of manufactures 6,000	No. of hands employed...4

RAW MATERIAL CONSUMED.

Tin.....bxs. 200	Coal.....tons. 20
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J. P. D. GIBSON, Manufacturer of Tinware, &c., 41 Wells street. The amount of manufactures turned out in this shop during 1855, was as follows:

Capital invested.....\$2,500	Raw mat'l consumed.....\$3,500
Val. of manufactures 10,000	No. of hands employed...7
Wages paid.....4,500	

T. MAYPOLE, Manufacturer of Tinware, 151 1/2 Clark street.

This establishment was only opened last August, since which time their manufactures figure as follows:

Capital invested.....\$400	Val. of manufactures...\$1,200
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CHRISTOPHER METZ, Brass-Founder, &c., No. 52 State street. Blanks for statistics left, but not returned.

JOSEPH HILBERT, Tinsmith, 96 Wells street.—No report.

THEODORE MICHLITZ, Manufacturer of Tinware, 351 State street.—No report.

JAMES SINCLAIR, Manufacturer of Tinware and Hollow-Ware, 366 State street.—No report.

RECAPITULATION.

CAPITAL.

Capital invested in 1855.....\$127,000	
Unreported, say.....15,000	
	\$142,000
Capital invested in 1854.....	60,000
Increase in 1855.....	\$82,000

VALUE OF MANUFACTURES.

Total value of Manufactures in 1855.....\$207,200	
Unreported, say.....10,000	
	\$217,200
Value of Manufactures in 1854.....	135,000
Increase during 1855.....	\$82,200

MEN EMPLOYED.

No. of Men employed in 1855.....148	
Unreported, say.....40	
	188
No. of Men employed in 1854.....115	
Increase during 1855.....	73

WAGES, RAW MATERIAL, ETC.

Amount of Wages paid.....\$68,900	
Raw Material used.....	161,000

Coaches, Omnibuses, Carriages, Buggies, Wagons, &c.

The amount of carriage and wagon factories in our city continues steadily to increase. The rage for "eastern work" in the matter of omnibuses and carriages no longer exists, nor is there any reason why it should, for the carriage-makers of Chicago turn out as splendid looking and as substantial carriages as any that are brought brought from the eastern factories. The exhibition at our State Fair last October, completely settled that question in the minds of the people of the Northwest.

As will be seen by the recapitulation at the end of our list of Manufactures, the capital invested and the value of work turned out in 1855 far exceeds the figures of 1854.

WELCH & MENDSEN'S CARRIAGE AND OMNIBUS FACTORY.

This extensive factory is situated on West Randolph street, and consists of a large three-story brick building, 40 feet front by 90, with a wing three stories, 30 feet by 90. The repository and sales-room are at 188 Randolph st., South Division.

This factory was the first of the kind established in the city, and has acquired a good reputation for the manufacture of omnibuses, carriages and coaches.

In 1854 the establishment turned out work to the value of \$60,000, and employed on an average 60 hands.

During 1855 the manufactures, &c., figure as follows:

Capital invested....\$80,000	Wages paid.....\$25,000
Val. of manufactures 78,649	No. of hands employed...80
Repairs and jobbing 5,000	

ENUMERATION OF MANUFACTURES.

Omnibuses.....20	Carriages.....}	250
Passenger Hacks.....23	Buggies.....}	

RAW MATERIAL CONSUMED.

Wrought Iron, tons....} 36	Lumber.....feet, 60,000
Steel.....}	Coal.....tons, 80

The carriages manufactured during the year ranged in price from \$200 to \$900. Besides, there were sold 175 carriages, which were purchased in the East.

ELLITHORPE, KLINE & BRADLEY, Carriage, Coach and Omnibus Manufacturers, corner of West Randolph and Morgan streets.

This establishment is engaged in manufacturing all kinds of carriages, omnibuses and buggies.

The following is a statement of the manufactures, &c., for 1855:

Value of manufactures, about.....\$60,000	
Wages paid.....	
Number of hands employed, about.....50	

RAW MATERIAL CONSUMED.

Iron.....tons, 40	Coal.....tons, 70
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It is expected that the business of this establishment will be increased this year about one-third.

C. L. INGERSOLL, Carriage Builder, 19 South Canal street, West Division.

This factory is engaged in the manufacture of family carriages, open and top buggies, &c.

The following are the figures for 1855:

Capital invested....\$20,000	Wages paid.....\$10,000
Val. of manufactures 20,000	Av. No. hands employed.30

RAW MATERIAL CONSUMED.

Iron.....tons 25	Coal.....tons, 40
Axles.....sets, 150	Springs.....sets, 150

WRIGHT & WHITT, Carriage Manufacturers, State street, south of Liberty street.

This establishment was commenced about three years since, and is engaged in the manufacture of buggies and carriages of all kinds. The following is a statement of their manufactures for 1855:

Capital invested....\$ 3,000	Wages paid.....\$5,500
Val. of manufactures 13,000	No. of hands employed...12
Iron consumed.....1,000	

COAN & M'FARLANE, Carriage Manufacturers, on the alley between Lake and Randolph streets, opposite the American House.

This establishment was commenced about a year ago, and has been engaged in the manufacture of buggies, and in repairing. They keep 12 hands employed, and have turned out work during the past year to the value of \$10,000.

BURGESS & WILSON, Carriage Manufacturers, 83 Franklin street.

This manufactory was commenced about two years ago, and has turned out some handsome buggies and carriages.

The following is a statement of their business for 1855:

Val. of manufact's..\$10,000	No. of hands employed..12
Wages paid.....3,000	

FURST & BRADLEY, Carriage, Wagon, and Plow Manufacturers, 73 and 75 West Randolph street.

This establishment commenced about two years since, and has been engaged in manufacturing all kinds of buggies, wagons and plows.

The following are the figures for the business of 1855:

Cap. invested, about \$10,000	Wages paid.....\$14,500
Val. of manufactures 50,000	No. of hands employed...30

ENUMERATION OF MANUFACTURES.

Carriages.....}	Wagons.....50
Open & Top Buggies..} 200	Plows.....1,200

RAW MATERIAL CONSUMED.

Iron and Steel.....tons, 50	Coal.....tons, 60
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CHICAGO CARRIAGE AND WAGON FACTORY—Tucker & Steinhouse.

This factory is situated at Holstein, about 4 miles northwest of the city limits, and consists of four large buildings. Up till September last it was carried on by Mr. Pierce, who formerly occupied the building on Canal street, north of West Randolph street.

The following figures denote the manufactures turned out in this establishment during 1855:

Capital invested....\$50,000	No. of men employed...100
Val. of manufactures 26,000	

RAW MATERIAL CONSUMED.

Coal.....tons, 500	Iron.....tons, 144
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PETER SCHUTLER, Wagon Maker, corner of Franklin and Randolph streets.

This is about the largest wagon factory in the West, and consists of a large four-story brick building, 80 feet wide by 180 feet deep. It was established in 1835, and has gradually grown from that time to its present size.

The following figures denote the manufactures of the past year:

Capital invested.....	Wages paid.....\$40,000
Val. of manufactures.....	No. of men employed...100
& (1,800 wagons).....\$135,000	

RAW MATERIAL CONSUMED.

Lumber.....\$36,000	Coal.....\$2,400
Iron.....36,000	Paint.....4,000

Besides these, a large number of blacksmith and farrier shops, which our reporters could not reach.

H. WITBECK & Co., Wagon, Carriage and Plow Factory, corner of West Randolph and Jefferson streets.

This old and well known factory consists of a brick building four stories high, 40 feet wide by 100 deep; smith shop, (brick) 80 by 40; and turning shop (two stories) 40 by 28.

The manufactures of 1855 are denoted by the following figures:

Capital invested.....\$25,000	Wages paid.....\$12,000
1,000 Wago.....\$190,000	No. of hands employed...30
RAW MATERIAL CONSUMED.	
Lumber.....feet, 39,000	Coal.....tons, 225
Iron.....tons, 50	

J. C. OETTER, Wagon Manufacturer, 118 Franklin street.

This factory consists of a four-story brick building 40 by 90, was established in 1838, and has the reputation of turning out superior work. The following figures denote their manufactures for 1855:

Capital invested.....\$25,000	Raw material used.....\$9,000
300 Wago.....22,500	No. of hands employed...23
Wages paid.....10,000	

JACOB SCHELLER, Wagon Maker, corner of Clinton and Randolph streets.

The manufactures of this establishment for 1855 are as follows:

Capital invested.....\$2,000	Wages paid.....\$3,000
50 Drays.....} 7,000	No. of hands employed...10
50 Wagons.....}	

L. PIERCE, Wagon Maker, 167 Randolph street. The manufactures of this establishment for 1855 are denoted as follows:

Capital invested.....\$2,000	Repairing.....\$500
50 Wagons.....3,000	No. of hands employed...3

RAW MATERIAL CONSUMED.	
Coal.....tons, 121	Iron.....tons, 7

B. RICHARD, Wagon Maker, corner of West Randolph and Curtiss streets.

The following figures denote the value, &c., of the manufactures of this establishment for 1855:

Capital invested.....\$1,000	Wages paid.....\$1,200
75 Wagons.....4,500	No. of hands employed...4

RAW MATERIAL CONSUMED.	
Iron.....tons, 11	Lumber.....feet, 10,000
Coal.....15	

A. WEIDE, Wagon Maker, 198 West Randolph street.

This shop manufactured during 1855, as follows:

Capital invested.....\$4,000	Wages paid.....\$4,000
160 Wagons.....11,000	No. of hands employed...12

RAW MATERIAL CONSUMED.	
Iron.....tons, 20	Coal.....tons, 30
Lumber.....feet, 20,000	

J. E. SMITH, Wagon Manufacturer, 195 West Randolph street.

The following denotes the manufactures in this establishment for 1855:

Capital invested.....\$1,000	Wages paid, about...\$1,000
Manufactres & Repairs. 2,000	

RAW MATERIAL CONSUMED.	
Iron.....tons, 6	Coal.....tons, 7

JOHN ANDERSON, Wagon Maker, West Lake street, corner of Carpenter.

This factory employs two men and has capital invested to the amount of \$1,500. No other figures could be obtained.

HENRY WEBER, Wagon Maker, corner of West Lake and Union streets.

The business done at this manufactory during 1855 is as follows:

Capital invested.....\$10,000	Wages paid.....\$5,500
200 Wagons.....12,000	No. of hands employed. 18

RAW MATERIAL CONSUMED.	
Coal.....tons, 50	Iron.....tons, 40
Lumber.....feet, 75,000	

LEWIS PENTECOST, Wagon Maker, 111 and 113 West Randolph street.

The manufactures of this establishment during 1855 figure as follows:

Capital invested.....\$3,000	Wages paid.....\$5,000
250 Wagons, Buggies & Drays manufed. 14,000	No. of hands employed...14

RAW MATERIAL CONSUMED.	
Coal.....tons, 25	Iron.....tons, 20

MILLIE HICKS, Wagon and Carriage Factory, 132, 134 and 136 West Lake street.

This factory was burned down a few months since, but was almost immediately afterwards rebuilt.

The following figures denote their business during 1855:

Capital invested.....\$ 5,500	Repairing.....\$3,000
125 Wagons.....} 13,455	Wages paid.....12,000
20 Buggies.....}	No. of hands employed...36
16 Sleighs.....}	
2 Carriages.....}	

RAW MATERIAL CONSUMED.	
Iron.....tons, 30	Lumber.....feet, 50,000
Coal.....tons, 43	

CASPAR KÖRPER, Manufacturer of Wagons and Buggies, 218 Washington street.

The following figures denote the manufactures turned out at this establishment during 1855:

Cap. Invested, about \$2,000	Wages paid.....\$6,000
80 Wagons.....} 14,000	No. of hands employed...14
20 Buggies.....}	
Repairs.....}	

J. BOORMAN, Wagon Maker, 87 and 89 Franklin street.

The following is a statement of the manufactures, etc., of this establishment during 1855:

Capital invested.....\$ 7,000	Wages paid.....\$10,800
450 Wagons, value. 31,000	No. of hands employed...29

RAW MATERIAL CONSUMED.	
Iron.....tons, 80	Lumber.....feet, 150,000
Coal.....tons, 75	

S. RIES, Wagon Manufacturer, 73 Franklin street.

The following figures denote the work turned out in this factory during 1855:

Capital invested.....\$ 6,000	Wages paid.....\$8,000
300 Wagons.....22,500	No. of hands employed...15

RAW MATERIAL CONSUMED.	
Iron and Steel.....tons, 62	Lumber.....feet, 50,000
Coal.....100	

KEISLING & REISCHEL, Wagon Manufacturers, Madison street, near Clinton street, West Division. No report received.

A. McCLELLAND, Wagon Maker, 448 State st. No report received.

LUDWIG PRANGLE, Wagon Maker, 323 State street. No report received.

JOHN YOUNG, Wagon Maker, 348 State street. No report received.

PETER PENTER, Wagon Factory, corner of North Clark street and Chicago Avenue. No report received.

M. J. HARR, Wagon Maker, West Randolph street, near Morgan street. No report received.

P. PAULI, Wagon Maker, Wells street, near Schiller street. No report received.

Besides these, there are probably about thirty other wagon makers', scattered over the city, principally kept by Germans, who cannot speak

English, and from whom our reporters could get no satisfactory information.

RECAPITULATION.

CAPITAL.

Amount of Capital invested in 1855.....	\$297,000
Unreported say.....	20,000
	— \$417,000
Amount of Capital invested in 1854.....	220,000
	— \$197,000

VALUE OF MANUFACTURES.

Value of Manufactures during 1855.....	\$577,104
Unreported say.....	25,000
	— \$702,104
Value of Manufactures during 1854.....	500,000
	— \$202,104

MEN EMPLOYED WAGES, ETC.	
No. of Men employed during 1855.....	692
Unreported say.....	100
	— 792
No. of Men employed during 1854.....	600
	— 192

Wages paid Workmen during 1855.....	\$222,600
RAW MATERIAL CONSUMED.	
Wrought Iron and steel.....	tons, 1,416
Coal.....	3,634
Lumber.....	feet, 3,000,000

Planing Mills, Door and Sash Factories.

Chicago, as the largest lumber market in the West, offers peculiar advantages to the erection of Planing Mills, and Sash and Door Factories. The demand from the cities and towns along the lines of railroads in our State alone is very great, and as they grow up, so is the trade increased. As may be seen by the recapitulation at the end of our list of manufactures, the capital invested, and the amount of manufactures turned out in 1855, far exceed that of 1854.

G. W. NOBLE, Planing and Saw Mill, Clinton street, near corner of West Randolph street.

This mill consists of a four story brick building, 40 feet by 60. There are at work in the mill, two Woodworth Planing Machines, one upright Panel Saw, one Crosby Siding Mill, one Sash and Door Machine, and one Steam Engine, 25 horse power.

The manufactures of 1855 figure as follows:

Capital invested.....	\$125,000	Wages paid.....	\$24,000
Val. of manuf's.....	140,000	No. of hands employed.....	55

An addition to the mill 40 feet by 90 will be made during the coming spring.

FOSS & BROTHERS, Planing Mill, corner of Monroe and Canal streets, West Side.

This mill has five Woodward Planing Machines, which have been kept running almost constantly during the past season.

The following are the figures for the manufactures of 1855:

Capital invested.....	\$50,000	No. of hands employed.....	25
Lumber manuf'd, ft.,	5,000,000		

MAON & LAMB, Planing Mill, corner of Fulton and Jefferson streets, West Division.

This mill has been erected within the past year and have constantly running:

- 1 Fisk Patent Planing Machine.
- 1 Knowles' re-sawing Mills.
- 2 Circular Saws.

The following figures denote the manufactures, &c., of 1855:

Capital invested.....	\$7,000	No. of hands employed.....	12
Lumber manuf'd, ft.,	200,000		

A. STEWART & Co., Planing and Saw Mill, corner of Polk and Canal streets.

This mill was formerly situated on the corner of Canal and Adams street. The machinery consists of:

- 2 Woodbury Planing Machines.
- 4 Circular Saws.
- Steam Engine, 25 horse power.

The business of 1855 is denoted by the following figures:

Capital invested.....	\$6,000	Lum'r re-sawed, ft.,	500,000
Wages paid.....	5,000	No. of hands employed.....	2
Lum'r planed, ft.,	5,000,000		

COBB & GAGE, Planing, Mill corner of Canal and Adams street.

This mill has only been in operation about six months. The machinery consists of

- 2 Woodworth Planing Machines.
- 1 Scroll Saw.
- 2 cut-off saws.
- 2 Ripping Saws.
- 1 Patent Siding Saw.

The business done during the six months they they were in operation in 1855, is as follows:

Capital invested.....	\$6,000	Lumber sawed...ft.,	500,000
Wages paid.....	6,000	No. of hands employed.....	2
Lum'r planed, ft.,	1,000,000		

There is also connected with this establishment a manufactory for turning out boxes of all kinds. During the last three months of 1855, upwards of 12,000 boxes and about 600 trunks, were manufactured.

FOSS, JENNINGS & Co., Planing Mill, corner of Franklin and Ohio streets, North Division—this mill has in running order—

- 2 Woodworth Planing Machines.
- 1 Siding Saw.
- 1 Bracket Saw.
- Steam Engine, 50 horse power.

The business of 1855 is represented by the following:

Capital invested.....	\$15,000	Lumber manuf'd \$3,000,000	
Wages paid.....	5,000	No. of hands employed.....	20

DUNLAP, WRIGHT & Co., Planing and Sawing Mill, corner Charles and Wells street.

This mill has in good running order:

- 2 Woodworth Planing Machines,
- 1 Circular Saw,
- 3 Splitting Saws.

The business of last year is represented by the following:

Capital invested.....	\$8,000	Lum'r manuf'd, ft.,	1,250,000
Wages paid.....	4,680	Hands employed.....	30

G. A. FLAGG & Co., Planing Mill, Wells street, near Polk street.

This mill was only built last August. It has in running order two of Beardsley's planing machines, and five ripping and siding saws. The business for six months ending Dec. 31st, 1855, is as follows:

Capital invested.....	\$17,000	No. of hands employed.....	12
Lum'r manuf'd, ft.,	1,440,000		

NEWAYGO LUMBER CO. PLANING MILL—WOOD, HENDERSON & Co.

This mill is situated on Twelfth street, on the south branch of the river. There is in connect-

tion with the mill a lumber yard, with 750 feet of dockage. The mill consists of the following:

- 2 Woodworth Planing Machines,
- 1 Siding Machine,
- 1 Circular Saw.

All of which is driven by a powerful steam engine.

The manufactures for 1855 are as follows:

Capital invested....\$10,000 | Wages paid.....\$5,000
Val. of manufactures 15,000 | Lumber manuf'd. ft. 3,000,000

G. HENBERT & Co., Polk Street Planing Mill.

This mill is situated on Polk street, at the bridge, and has in good running order.

- 5 Norcross Planing Machines,
- 6 Circular Saws,
- Steam Engine, 125 horse power.

We did not receive the figures for last year's manufactures; but the mill is capable of running through 30,000 feet flooring per day.

Goss & PHILLIPS, Manufacturers of Sash, Doors and Blinds.

This factory is situated on the corner of Clark and Twelfth streets, and the sales room at 189 Randolph street.

The following figures denote the business of 1855:

Val. of manufactures, \$85,000 | Doors..... 20,000
Sash 8x10, lights, 1,000,000 | Lumber used....ft. 1,300,000
" larger sizes... 500,000 | Wages paid, about \$ 30,000
Blinds,.....pairs, 4,000 | No. of hands employed...70

M'FALL & Co.'s Sash, Door and Blind Factory, corner Market and Tyler streets.

This mill is about the oldest of the kind in the city, and has 1 Woodworth Planing Machine, besides sash machines, circular saws, &c.—all of which are kept constantly employed.

The manufactures of 1855 figure as follows:

Capital invested....\$25,000 | Wages paid.....\$25,000
Val. of manufactures 50,000 | No. of hands employed .40

The amount of raw material consumed amounts to 600,000 feet lumber.

A. RIDELL, Turning and Sawing Factory, 229 State street.

This establishment is devoted principally to turning and sawing hard wood. The following is a statement of the work turned out during 1855:

Capital invested....\$10,000 | No. of hands employed...15
Val. of manufactures 18,000 | Coal consumed....tons, 40
Wages paid, about... 9,000

S. J. RUSSELL, Wood Moulding Factory, Jefferson street, between Lake and Fulton streets.

This factory is fitted up with two of Fay's Moulding Machines, and is about to erect a planing machine. Just commenced business.

SIMMONS SMITH & Co.'s Planing, Sawing and Shingle Mill.

This mill is situated on the North Branch of the river, on Peyton street, and only commenced running in June last. Their business up to the first of January was as follows:

Manuf'd Lumber...\$11,184 | Timber.....\$5,250
Shingle Bolts and
" 8,500 | Total manufactures...\$24,934
Paid for Labor.....\$7,500 | Paid for Improve....\$13,300

RAW MATERIAL CONSUMED.
Lumber.....feet, 550,000 | Shingle Bolts....cords, 550
Square Timber " 525,001

WM. GOLDIE, Sash, Door, Blind and Moulding Manufacturers.

This factory is situated on Monroe street, near the Gas Works, and consists of three two-story frame buildings. The business of 1855 is represented by the following figures:

Capital invested....\$10,000 | Wages paid.....\$25,000
Val. of manufactures 50,000 | No. of hands employed...50
750,000 feet Lumber consumed.....\$15,000

RAWSON & BATHAM, Shingle Factory.

This factory is situated on the lake shore, close to Cortiss & Ballentine's Distillery. It was built last July, and has been in constant operation since. There are two of Evarts & Butler's Shingle Machines, which are driven by a steam-engine of 25 horse power. The manufactures turned out since they opened are as follows:

Capital invested....\$9,000 | No. of Shingles made...2,100,000
Val. of manufactures 9,000 | No. of hands employed...15

JOHN H. BRACKEN, Shingle Manufacturers, corner of Franklin and Ohio streets.

This establishment has just commenced manufacturing with one of Evarts and Butler's Circular sawing shingle machines, and turns out about 12,000 shingles per day.

Besides these there are a number of sash, door, blind and shingle hand manufacturers, from whom we have received no returns.

RECAPITULATION.

CAPITAL.

Capital invested in 1855.....\$74,000
1854..... 250,000

Increase in 1855.....\$124,000

MANUFACTURES.

Value of Manufactures in 1855.....\$740,684
1854..... 500,000

Increase in 1855.....\$240,684

WORKMEN EMPLOYED, WAGES, ETC.

No. of Workmen employed in 1855.....386
1854..... 255

Increase in 1855.....131

Wages paid Workmen in 1855.....\$190,500

PLANING MACHINES USED.

Woodworth's Patent.....14 | Beardsley's Patent.....5
Woodward's " 5 | Norcross' " 5
Fisk's " 1 | Woodbury's " 2

Furniture.

Within the past two or three years the manufacture of Furniture has absorbed a large amount of attention and capital. It is no longer necessary to send East after handsome furniture; Chicago manufacturers turn out the most substantial and luxurious that can be desired, and at a cost much less than Eastern prices, including transportation.

WILLARD PEEK & Co., Furniture Manufacturers, 155 Randolph street.

This establishment has a factory on the South Branch of the Chicago River, near Twelfth st. It consists of a three-story building, 182 feet long by 36 feet wide. The sales-rooms are at 155 Randolph street, and there is an extensive wholesale business transacted.

In 1854 the value of their manufactures amounted to \$75,000. The following are the figures for those of 1855:

Capital invested....\$70,000	No. of hands employed...75
Val. of manufactures 60,000	Lumber consumed,
Wages paid..... 25,000	feet.....1,600,000

The sales of this firm during 1855 amount to about \$90,000.

CALEB MORGAN, Cabinet Manufacturer, 199 Lake street.

This establishment is one of the oldest in the city, and is principally engaged in manufacturing superior cabinet furniture.

The following figures represent the manufactures of 1855:

Capital invested....\$55,000	Cost of raw material
Val. of manufactures 30,000	consumed.....\$8,000
Wages paid..... 18,000	No. of hands employed...35

J. & A. LIEBENSTEIN, Manufacturers and Wholesale and Retail Dealers in Furniture and Upholstery, 159 Randolph street.

This establishment has a factory on South Clark street, between Harrison and Polk streets, consisting of a two-story building, 25 feet by 75 feet. They manufacture all kinds of upholstery and furniture. Their manufactures for 1855 figure as follows:

Capital invested.....\$25,000	Raw material consumed,\$5,000
Val. of manufactures 35,000	No. of hands employed...55
Wages paid..... 16,000	

The total amount of sales during the year reaches \$75,000.

JACOB STREHL, Cabinet and Furniture Manufacturer, 49 Franklin street.

This establishment is located in a new four-story brick building which has just been finished by Mr. Strehl at a cost of about \$15,000.

The following is a statement of the business of 1855:

Capital invested.....\$3,000	Wages paid.....\$7,500
Val. of manufactures 15,000	No. of hands employed...20

D. & T. HANSON, Manufacturer of Furniture, 175 Randolph street, and 49 Wells street.

This establishment has a manufactory consisting of 2 buildings: one 20 by 40; and the other 22 by 60.

The business of last year is as follows:

Capital invested....\$10,000	Wages paid.....\$2,500
Val. of manufactures 12,000	

RAW MATERIAL CONSUMED.

Walnut.....} ft. 75,000	Cherry.....} ft. 75,000
Mahogany.....}	Whitewood.....}

HURCHES & BROWN, Chair Manufacturer, 43 South Water street.

This establishment is but recently commenced, and has a factory on the corner of North and Clark street. They manufacture chairs only.

The following are the figures of their manufactures since last November:

Capital invested.....\$9,500	Wages paid.....\$4,500
36,000 chairs manuf'd. 17,500	No. of hands employed...12

The material of the above manufactures was prepared in Massachusetts.

JOHN PHILIPS, Chair manufacturer, corner of Green and Third streets.

This factory has been established in the city ten years, and is devoted almost exclusively to chair manufacturing. The following statement represents the manufactures of 1855:

Capital invested....\$15,000	No. of hands employed...50
Val. of manufactures 40,000	Lumber consumed,
Wages paid..... 20,000	feet.....500,000

T. MANAHAN, Cabinet and Furniture Manufacturer, 205 Lake street.

The manufactures turned out in this establishment in the year 1855 are represented as follows:

Capital invested....\$ 5,000	Wages paid.....\$3,700
Val. of manufactures 16,000	No. of hands employed...4

F. F. & W. P. EGLESTON, Cabinet and Furniture Manufacturers, 65 Randolph street.

The factory of this establishment is situated on the corner of Canal and Adams street, and have circular saws and turning lathes driven by steam.

Their manufactures for the year 1855 figure as follows:

Capital invested....\$20,000	Raw material used...\$15,000
Val. of manufactures 45,000	No. of hands employed...35
Wages paid..... 12,000	

ADAMS & CLARK, manufacturer of Bedsteads and Tables, 188 Lake street.

This establishment has its factory on the corner of Green and Fulton streets, and is devoted exclusively to the manufacture of the above articles.

Their business during 1855 figure as follows:

Capital invested....\$15,000	No. of hands employed...60
Val. of manufactures 50,000	Lumber used.....ft. 1,000,000
Wages paid..... 18,000	

JOHN B. WALSH, manufacturer of Furniture, 108 North Clark street.

The following is a statement of their manufactures for the year 1855:

Capital invested.....\$2,000	Wages paid.....\$1,600
Val. of manufactures 5,000	No. of hands employed...4

RAW MATERIAL CONSUMED.

Cherry.....} ft. 20,000	Whitewood.....ft. 10,000
Walnut.....}	

WILLIAM TOOTHY, manufacturer of Household and Office Furniture, corner of North Clark and Huron streets.

This establishment is devoted principally to the manufacture of office desks, fancy counters, fancy rocking chairs, &c., and received a premium at the State Fair held last October for the best office desk.

The following are the figures for their manufactures, &c., of 1855:

Capital invested....\$ 1,500	Wages paid.....\$5,200
Val. of manufactures 10,000	No. of hands employed...14

WILLIAM BUTLER, manufacturer of Van Allen's Patent Invalid Bedsteads, corner of Canal and Adams street.

This establishment is devoted solely to the manufacture of a very useful bedstead for invalids, which is coming into use in our city. As they have but recently commenced business, we have no figures. At present there are six hands employed.

STERNBERG & ISIDORE, Furniture Makers, 163 Lake street and 195 Randolph street.

Our reporter left blanks at this establishment—which is devoted principally to the manufacture of *buffet d'etageres*—but they were not returned.

GEORGE BROWN, Furniture Manufacturer, 209 Lake street. No returns.

FERRIS & BORD, Furniture and Looking Glass Manufacturers, 177 Lake street. Blanks not returned.

JOHN RANKER, Furniture Manufacturer, 209 Lake street. No returns.

JAMES FINERTY, Furniture and Cabinet Manufacturer, 199 Randolph street. No report.

JACOBUS & BRO., Manufacturers of Furniture, Randolph street. This establishment has an extensive factory in the West Division; but we have been unable to ascertain the statistics of their manufactures during the past year.

RECAPITULATION.

CAPITAL.

Capital invested in manufacturing in 1855, \$270,000	
Unreported, say.....	30,000
	\$200,000
Capital invested in 1854.....	230,000
Increase in 1855.....	\$ 70,000

MANUFACTURES.

Value of Manufactures in 1855.....	\$395,500
Unreported, say.....	10,000
	\$405,500
Value of Manufactures in 1854.....	350,000
Increase during 1855.....	\$155,500

WORKMEN EMPLOYED.

No. of Men employed in 1855.....	450
Unreported, say.....	100
	550
No. of Men employed in 1854.....	350
Increase during 1855.....	150

RAW MATERIAL, WAGES, ETC.

Cost of Raw Material used.....	\$140,000
Wages paid Workmen.....	178,000

Type Foundry.

C. G. SHEFFIELD, Type Founder and Printers' Warehouse, 43 Franklin street.

The printing-press is as much the pioneer of a new country as the saw-mill. Not a village, a town, or city has started into existence in the North-West but has had a "press" to trumpet forth its "position," its "advantages" and its claims upon the home-seeker and the capitalist. The consequence of such has been the demand for a type-foundry in the metropolis of the North-West. Its establishment here has been long desired, and was a mere matter of necessity, and there is little doubt but it will be a successful undertaking.

The capital invested in the type-foundry is \$15,000, and they now employ 12 hands; but as they only commenced manufacturing at the close of 1855, we have no statistics to offer.

Besides the manufacture of type, there is a warehouse for all kinds of printer's furniture—from a Washington press to a bodkin.

Distilleries, Breweries, Vinegar Factories, &c.

CURTISS & BALLENTINE, Distillers, Lake Shore, near Douglas avenue.

This distillery was established upwards of four years since. It covers three acres of ground, and has a large number of buildings, sheds and out-houses.

The following is a statement of their manufactures, &c., during 1855:

Capital invested.....	\$80,000	Wages paid.....	\$10,000
7,000 bushels malted, 100,000		No. of hands employed.....	20

RAW MATERIAL CONSUMED.

Grain.....bushels, 90,000	Coal.....	tons, 800
E. Croby, Distiller, North Branch, near Chicago avenue.		

This distillery covers about five acres of ground, and has eight substantial brick buildings—the most complete establishment of the kind in the city.

The following figures represent the manufactures of 1855:

Capital invested.....	\$80,000	Wages paid.....	\$10,000
Val. of manufactures, 170,000		No. of hands employed.....	20

RAW MATERIAL CONSUMED.

Grain.....bushels, 180,000	Coal.....	tons, 1,400
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JOHN O'NEIL, Brewer, Rectifier and Distiller, 29 South Water street.

This brewery was carried on till October last by James Carney, Esq., who rented it to the present occupant.

The following is a statement of the business of brewing and rectifying transacted during 1855:

Capital invested.....	\$15,000
3,250 barrels Ale, Porter, &c.....	0,745
91,250 gallons of Spirits rectified.....	5,000
Wages paid.....	9
Number of hands employed.....	9

RAW MATERIAL CONSUMED.

Barley.....bushels, 8,000	Wood.....	cords, 35
Coal.....	tons, 50	

FULLER & MYERS, Rectifiers and Distillers of pure Spirits and Whiskey, and importers of Wines and Liquors, 13 South Water street.

The following is a statement of the manufactures, &c., of this establishment during 1855:

Capital invested.....	\$10,000	Raw material used.....	44,000
Val. of manufactures.....	55,500		

G. J. PRUSSING, Vinegar Manufacturers, State street, south of Twelfth street.

This is the most extensive vinegar factory in the North-West. Its manufactures during 1855 are as follows:

4,000 bbls Vinegar.....	\$15,000	No. of hands employed.....	3,000
Wages paid.....	3,000		

G. A. KOEFFLER & Co., Vinegar Manufacturers, 40 Franklin street. Blanks not returned.

STEPHANI & BROS. Vinegar Manufacturers, 154 West Randolph street. No returns.

TRUE & THAYER, Rectifiers, 8 Dearborn street. No returns.

TERRILL & HAYES, Rectifiers, South Water st. No returns.

M. LILL & Co., Rectifiers and Distillers, 58 Franklin Street. Blanks not returned.

LILL & DIVERSEY, Brewers of Ale and Porter, and manufacturers of Malt Vinegar, Chicago Avenue, corner of Pine Street.

This is the most extensive brewery in the North-West. It consists of large brick buildings, which measure 100 feet by 420.

The following figures denote the manufactures of 1855:

Capital invested in buildings.....	\$100,000
Planting Capital.....	75,000
28,875 barrels Ale.....	275,000
1,250 V. Sugar.....	18,750
150,000 quarts. Hk.....	54
Wages paid.....	
Number of hands employed.....	

RAW MATERIAL CONSUMED.

Barley.....bush, 65,843	Coal.....tons, 580
Hops.....bs, 57,849	Wood.....cords, 150

24 horses are kept, and 118 head of cattle. During the year, there have been used for building purposes, 410,000 bricks and 70 cords of stone.

JOHN A. HUCK, Beer Brewers, Lake shore, North Side, between Wolcott and Division street.

This establishment has manufactured, during 1855, as follows:

Capital invested.....\$20,000	Wages paid.....\$5,000
7,000 bbls beer.....49,000	No. of hands employed...8

RAW MATERIAL CONSUMED.

Barley.....bush, 15,000	Coke.....bush, 2,500
Hops.....bs, 10,000	Wood.....cords, 200
Coal.....tons, 100	

THOMAS KANE, Brewer of Ale, Lake Shore, near Ill. Central Railroad Round House.

This brewery is built of stone, and is a substantial looking structure. The business of 1855 is as follows:

Capital invested.....\$6,000	No. of hands empl yed...3
Val. of manufactures.....6,000	

RAW MATERIAL CONSUMED.

Barley.....bush, 2,000	Coal.....tons, 100
Hops.....bs, 1,200	

V. BUSEH, Beer Brewer, Lake Shore, near Cedar street, North Division.

The following is a statement of the manufactures, etc., of this brewery, for 1855:

Capital invested.....\$4,500	Wages paid.....\$2,000
1,500 bbls Beer.....10,500	No. of hands employed...6

RAW MATERIAL CONSUMED.

Barley.....bush, 4,000	Coal.....tons, 150
Hops.....bs, 3,000	

JOHN A. ABRAHAM, Ale Brewer, Lake Shore, close to Water Works, North Division.

The following figures represent the manufactures of this brewery during 1855:

Capital invested.....\$3,000	No. of hands employed...2
500 bbls Ale manuf'd.....3,500	

RAW MATERIAL CONSUMED.

Barley.....bush, 1,400	Coal.....tons, 25
Hops.....bs, 900	

UNION BREWERY—GEORGE METZ—Lake Shore, north of Cedar street, North Division.

This brewery has manufactured ale and beer during 1855 as follows:

Capital invested.....\$9,000	Wages paid.....\$1,500
2000 bbls beer manuf'd.....14,000	No. of hands employed...4

RAW MATERIAL CONSUMED.

Barley.....bush, 5,000	Coal.....tons, 260
Hops.....bs, 3,000	

Hirtz & Co., Beer Brewers, Cedar street, Lake Shore, North Division.

The following represents the manufactures, &c, turned out in this brewery during 1855:

Capital invested.....\$2,000	Wages paid.....\$900
500 bbls beer manuf'd.....3,500	No. of hands employed...2

RAW MATERIAL CONSUMED.

Barley.....bush, 800	Coal.....tons, 25
Hops.....bs, 600	

SAMUEL IRVIN, Beer Brewer, Lake Shore, North of Division street.

The following figures represent the manufactures, &c., of this brewery during 1855:

Capital invested.....\$3,000	Wages paid.....\$800
500 bbls beer manuf'd.....3,500	No. of hands employed...2

RAW MATERIAL CONSUMED.

Barley.....bush, 1,250	Coal.....tons, 25
Hops.....bs, 600	

F. BURROUGHS, Brewer, West Lake street, between Union and Desplaines streets.

This brewery was almost totally destroyed by fire, about the time our reporter was collecting the statistics, which prevented him from obtaining the figures for 1855.

CONRAD SEIPP, Beer Brewer, Lake Shore, south of Twelfth street.

The following is a statement of the business done at this brewery during 1855:

Capital invested.....\$2,000	Wages paid.....\$2,000
Value of beer manuf'd.....10,000	No. of hands employed...6

RAW MATERIAL CONSUMED.

Barley.....bush, 3,000	Coal.....tons, 50
Hops.....bs, 2,000	

This brewery was destroyed by fire on the evening of the 19th of January last.

LAKE BREWERY, Lake Shore, North Division. Our reporters were unable to ascertain the manufactures of this brewery during 1855.

COLUMBIAN BREWERY, Lake Shore, North Division.—No returns.

Besides the above, there are a number of small rectifiers, vinegar manufacturers, &c., situated in obscure parts of our city and its suburbs, the figures of which we were unable to ascertain

RECAPITULATION.

CAPITAL, VALUE OF MANUFACTURES, WAGES PAID, MEN EMPLOYED, ETC.

Capital invested in Distilleries and Breweries in 1855.....	\$397,500
Value of Manufactures.....	\$26,645
Amount of Wages paid Workmen.....	\$2,039
No. of Men employed.....	100

RAW MATERIAL CONSUMED.

Grain.....bu., 278,333	Coke.....bu., 2,500
Hop.....bs, 85,142	Wood.....cords, 223
Coal.....tons, 3,555	

Soap, Candle, Lard Oil, Tallow, &c.

CHARLES CLEAVER, Soap Candle and Lard Oil Manufacturer, Lake Shore.

This extensive factory is situated at Cleaver-ville, about four miles south of the city limits, on the lake shore, and covers about 12 acres of land. There is a pier built into the lake from the factory, at which vessels can load and unload, and the Illinois Central, Michigan Central, and Chicago, Alton and St. Louis Railroads pass right in front of it.

The following figures denote the manufactures of 1855:

Capital invested.....	\$100,000
40,000 gds. Oil manufactured.....	175,000
600 tons Soap and Candle.....	\$15,000
Wages paid.....	
No. of hands employed.....	35

THOS. DOUGAL, Soap and Candle Manufacturer, Cedar street, on the lake shore, North Division.

This factory was established seven years since, and has now a good reputation.

The business of 1855 is denoted by the following figures:

Capital invested.....\$10,000	Wages paid.....\$3,000
100,000 lbs Candle.....20,400	No. of hands employed...6
250,000 lbs Soap.....	

CHICAGO OIL MANUFACTURING CO., Manufacturers of Oils and Varnishes, 13 State street.—Hon. F. C. Sherman, President; F. T. Sherman, Treasurer; Chas. Webb, Secretary.

This Company is but recently formed, with a capital of \$75,000. They are at present able to manufacture 12 bbls. per day. We have no other figures of their business.

MESSRS. SCAMMON & HAVEN, Manufacturers of Lined Oil.

This factory is situated on the South Branch of the river, on the West Side. It is a substantial stone structure, and the machinery employed is driven by a steam-engine 15 horse-power. It is the only establishment of the kind in the city. The following figures denote the manufactures of 1855:

Capital invested.....	\$70,000
Gasoline manufactured.....	gals. 40,000
Putty.....	bs. 200,000

BALL & SEARS, Manufacturers of Lard Oil and Mould and Steam Candles, 363 Clark street.

The manufactures, &c., of this factory during 1855, are as follows:

Capital invested.....	\$30,000
28,000 gals. oil manufactured.....	50,000
300 boxes candles.....	3,500
Wages paid workmen.....	42,000
Cost of raw material consumed.....	9
No. of hands employed.....	9

HUGH RICHIE, Soap and Candle Manufacturer, 91 East Kinzie street.

The factory of this establishment is situated at Grand Haven Slip, on the lake shore, north of Division street. It was established in 1849, but a year since the present factory was built—a three-story building, 30 feet by 100, with out-houses, &c. There is a 19 horse-power steam boiler attached.

The manufactures of 1855 figure as follows:

Capital invested.....	\$ 9,000
20,000 lbs Family Soap.....	24,750
570 bbls Soft Soap.....	2,000
73,000 lbs Lard Lard.....	6
Wages paid workmen.....	6
No of hands employed.....	6

—, Candle and Soap Factory, corner of LaSalle and Michigan streets.

The following figures represent the business of this factory during 1855:

Capital invested.....	\$ 6,000
Wages paid.....	\$2,400
Val. of manufactures 60,000 | No of hands employed....	8

RAW MATERIAL CONSUMED.

Tallow and grease.....	bs. 300,000
Soda.....	30,000
Rosin.....	bbls. 200

E. H. WILLARD, Candle Manufacturers, Jefferson street, near the depot of the Chicago, St. Paul and Fond du Lac Railroad.

The manufactures turned out in this establishment during 1855 amounts to \$5,000. It gives employment to 2 workmen.

JOSEPH JONKSTON, Manufacturer of Lard Oil and Candles, and dealer in Lard, Tallow, Soap, &c., 29 South Water street.

This is also an establishment of long standing, but we were unable to ascertain the amount of their business during 1855.

CROSBY & WENDT, Manufacturers of Lard Oil,

Soap, Candles, &c., 47 LaSalle street. No returns.

ROBT. RIEDEL, Soap and Candle Factory, 112 North Clark street. No returns.

ANDERSON & BRO., Soap Manufacturers, North Branch, north of Chicago avenue.

This is a new establishment, and had a fine collection of fancy soaps at the State Fair. We were unable to get the statistics of their business.

There are several other factories which do a small business, whose figures we did not receive.

RECAPITULATION.

CAPITAL, MANUFACTURES, WAGES, ETC.	
Capital invested in Land Oil Soap and Candle Factories.....	\$ 161,000
Unreported, say.....	100,000
Value of Manufactures turned out in 1855.....	\$ 204,150
Unreported, say.....	70,000
Wages paid Workmen.....	\$ 29,900
Unreported, say.....	12,000
No. of Men employed in manufacturing.....	71
Unreported.....	50
	—101

GAS.

CHICAGO GAS LIGHT AND COKE COMPANY.—During the past year there has been erected a new retort house, capable of manufacturing 300,000 cubic feet of gas in 24 hours, which with the old one can supply a daily demand of 450,000 cubic feet.

The following is a statement of the manufactures, &c., of 1855:

CASH RECEIPTS.	
Private Customers.....	\$101,417.06
Public Lamps.....	15,371.12
Coke and Tar.....	9,143.50
Sundries.....	610.60

Receipts in 1851.....	\$126,412.28
	7,681.56

Increase.....\$147,757.72

GAS, COKE AND TAR MANUFACTURED.

	1854	1855	Increase.
Gas manufactured.....	feet. 24,067,300	43,698,800	19,631,500
Coke.....	bus. 9,071	197,150	188,079
Tar.....	bbls. 569	1,776	1,207

RAW MATERIAL CONSUMED.

Coal.....	tons, 6,668	lime.....	bu-sh. 5,806
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The largest amount of gas made in any one day was 217,000 cubic feet, and the largest consumption was 232,330 feet, and the smallest consumption was 40,660 cubic feet.

The amount of street mains now laid is 23 miles and 2,207 feet, 2 miles and 4,956 feet of which was laid in 1855. Arrangements are being made to lay from 6 to 9 miles the present year.

The total amount of gas made since the commencement of the works in September, 1850, is 96,414,971 cubic feet.

Leather, &c.

There are three Tanneries in the city, all of which have done during the past year a handsome business.

The "CHICAGO HIDE AND LEATHER CO.'S" Tannery is situated on the South Branch of the River, south of Twelfth street, and was established in 1843. It consists of several substantial brick buildings and out-houses, the whole covering about 2½ acres of ground.

C. F. GREY & Co. have an extensive tannery on the North Branch, which was established in 1850. It consists of a morocco factory, a tannery, and several out-houses, occupying two acres of ground.

G. C. WALLIN & SON, No. 8 Market street, have also a tannery, which was established in 1852, and which does considerable business.

The following is a recapitulation of the manufactures, &c, of these three establishments:

Total capital invested.....	\$150,000
Total value of manufactures.....	290,000
Total amount of wages paid.....	50,000
Total No. of hands employed.....	130

RAW MATERIAL CONSUMED.

Hides.....No. 30,500	Bar.....cords, 3,700
Skins.....22,000	

Besides the above, G. F. Grey & Co. have manufactured during the past year 45,091 lbs. Pulled Wool.

Brick.

There are several extensive Brick Yards in and near the city; but, from the absence of the greater portion of the proprietors, we have failed to receive statistics of the manufactures of 1855.

F. T. & E. SHERMAN, Brick Manufacturers.

This yard is situated on the South Branch of the river, and has the reputation of manufacturing among the finest brick in the city. The manufactures, &c., of 1855, are represented by the following:

Capital invested.....	\$10,000
5,000,000 brick manufactured.....	35,000
Amount of wages paid.....	20,000
No. of hands employed.....	70

RAW MATERIAL CONSUMED.

Clay.....yds, 10,000	Wood.....cords, 2,000
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PENNY & Co.'s Brick Yard, Canal street, near Lumber, West Division.

This yard has been engaged during the past season in manufacturing brick from the clay taken out of the slip at Twelfth street. The following is a statement of the business of 1855:

5,400,000 brick manufactured.....	\$34,350
No. of hands employed.....	50
Wood consumed.....cords, 1,500	

JOHN SLEIGHT, Manufacturer of Brick, North Branch, West Side of river.

At this yard there were only 721,000 bricks manufactured during 1855. It is contemplated that during the present year 3,000,000 brick will be manufactured.

G. S. COPELAND, Manufacturer of Brick, South Branch.—The following is a statement of the manufactures of 1855:

Capital invested.... \$ 8,000	No. of hands employed 65
Val. of manufactures 25,000	Clay consumed...yds 7,000
Wages paid..... 2,000	

RECAPITULATION.

CAPITAL ETC.

Amount of capital invested, (est).....	\$ 56,000
Value of brick manufactured.....	20,000
No. of brick manufactured, (est).....	47,121,000
No. of hands employed.....	220

Saddles and Harness.

B. COPE, Saddle and Harness Manufacturer, 44 Dearborn street.

This is the most extensive harness factory in

the city. The manufactures of 1855 are denoted by the following:

Capital invested....\$15,000	Wages paid.....\$15,000
2,500 saddles } 50,000	Raw material used... 25,000
700 set harness }	No. of hands employed 40

WM. SPEIGHT, Saddle, Harness and Collar Maker, 196 North Clark Street.

The following figures denote the business of this establishment during 1855:

Capital invested....\$ 2,500	Cost of raw material \$ 8,000
Val. of manufactures 15,000	No. of hands employed 70
Wages paid..... 5,200	

C. G. MILLER, Saddle and Harness Maker, 113 North Clark street.

The business, from October 1 to December 31, 1855, is as follows:

Capital invested.....\$500	No. of hands employed 2
Val. of manufactures..... 500	Leather used.....lbs 600

WM. M. SAVAGE, Saddle and Harness Manufacturer, 154 Randolph street.

The following figures denote the business of 1855:

Capital invested.....\$2,500	Cost of raw material \$1,500
Val. of manufactures. 9,527	No. of hands employed 9
Wages paid..... 3,025	

J. A. BOERNER, Saddle and Harness Maker, 117 West Randolph street.

This establishment was commenced in July, 1854. The following is the statement of business for 1855:

Capital invested.....\$500	No. of hands employed 4
Val. of manufactures 2,000	Leather used.....cwt. 20
Wages paid..... 1,000	

J. F. MAHLER, Saddle and Harness Maker, 224 Randolph street.

The following figures denote the manufactures, &c., turned out at this establishment during 1855:

Capital invested.....\$2,000	Wages paid..... \$2,700
Val. of manufactures 8,000	No. of hands employed 8

A. ORTMAYER, Manufacturer of Harness and Carriage Trimmings, 49 West Randolph street.

This establishment was commenced in July, 1854. Their business during 1855 is denoted by the following:

Capital invested.....\$4,000	No. of hands employed 10
Val. of manufactures 7,500	Leather used.....lbs. 7,500
Wages paid..... 4,000	

JACOB SHOMER, Saddle and Harness Maker, 169 North Clark Street. No report.

D. HORTON, Saddle and Harness Maker, 63 Dearborn street. No returns.

J. M. WARD, Saddle and Harness Maker, 170 Randolph street. No returns.

RECAPITULATION.

CAPITAL, VALUE OF MANUFACTURES, WORKMEN, WAGES, ETC.	
Capital invested.....	\$27,000
Unreported, say.....	25,000
	\$52,000
Value of Manufactures.....	\$92,527
Unreported, say.....	50,000
	\$142,527
Wages paid Workmen, (est).....	\$50,000
No. of Hands employed, (st).....	120

Boots and shoes.

It would be an endless undertaking to attempt to give a complete list of the statistics of all the boot and shoe manufacturers, large and small, in such a city as this. We give what has been collected by our reporters.

WARD, DOGHETT & Co., Wholesale Boot and Shoe Manufacturers and Dealers, 123 South Water street.

This is one of the oldest and most extensive establishments of the kind in the city. They import the greater portion of their goods from the east, but they also manufacture a heavy boot, the statistics of which we give below for 1855:

Val. of manufact's.....\$20,000	No. of hands employed 40
Wages paid.....10,000	

The total amount of sales during the same period is \$350,000.

C. N. HENDERSON & Co., Manufacturers of Boots and Shoes, 169 South Water street.

This is also a wholesale establishment. They manufacture a heavy boot to the amount of \$12,000 a year. Their total sales amount to \$350,000 per annum.

PEARSON & DANA, Manufacturer of Boots and Shoes, 184 Lake street.

This establishment was commenced in 1838, and carried on by S. B. Collins & Co., till 1855, when the above firm succeeded to the business.

The following is a statement of the manufactures, &c., for 1855:

5,600 p's boots & sh's \$16,000	Raw material used.. \$8,000
Wages paid..... 6,000	No. of hands employed 20

MILLER & BROWN, Manufacturer of Boots and Shoes, corner of Lake and State streets.

This establishment only commenced in October, 1855, since which time they have manufactured about \$3,000 worth of boots and shoes of all kinds, and employed ten hands. Their total sales of eastern and home manufacture amounts to \$30,000.

WISWELL & BARBOUR, Manufacturers and Dealers in Boots and Shoes, 133 Lake street.

This establishment figures for 1855 as follows:

Manufactured.....\$1,000	Sales.....\$25,000
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THOMAS HASTIE, Manufacturer of Boots and Shoes, corner of Market and Randolph streets.

The following is a statement of the manufactures, &c., of 1855:

Capital invested.....\$1,000	Raw material used.. \$2,500
5,000 p's boots &c..... 6,000	Av. No. hand employed 10
Wages paid..... 2,500	

HENDERSON & NEWTON, Manufacturers of Boots and Shoes, 62 West Lake street.

This establishment was opened on May 1, 1855, since which time their business figures as follows:

Capital invested.....\$2,500	Raw material used...\$1,000
500 pair of boots &c..... 4,800	No. of hands employed 8
500 pair of shoes..... 2,500	

DITTMAN & TABERNER, Manufacturers of Boots & Shoes, 42 North Clark street. No returns.

W. BENSON, manufacturer of Boots and Shoes, 91 North Clark street.

The following figures represent the business, &c., of this establishment during 1855:

Capital invested.....\$2,000	Wages paid..... \$2,900
Value of manufactures 6,300	No. of hands employed 7

JOHN KRAMER, Boot and Shoe Manufacturer, 66 West Randolph street.

The manufactures of this establishment during 1855 figure as follows:

Capital invested..... \$ 100	Leather used..... 200
Val. of manufactures 1,000	No. of hands employed 2
Wages paid..... 500	

WM. LAMB, manufacturer of Boots and Shoes, 30 North Clark street. During the past year there has been three hands employed, and \$2,000 worth has been turned out.

E. S. WALLS, manufacturer of Boots and Shoes, 147 Randolph street.

The following figures have been furnished us to represent their manufactures, &c., of 1855:

Capital invested.....\$10,000	Raw material used.. \$ 4,000
Val. of manufactures 8,000	No. of hands employed 8
Wages paid..... 3,000	

J. T. JEWETT, Boot and Shoe Manufacturer, 97½ Lake street. Blanks not returned.

J. J. KNOTT, manufacturer of Boots and Shoes, 61 West Madison street. No report.

F. V. PITNEY, manufacturer of Ladies Boots, Shoes, Gaiters, &c., 52 Clark street. Blanks not returned.

J. M. REIS, manufacturer of Boots and Shoes, 55 LaSalle street. Blanks not returned.

P. MILLER, manufacturer of Boots and Shoes, 23 Market street. Blanks not returned.

P. MURRAY, manufacturer of Boots and Shoes, corner of Randolph and Market streets. Blanks not returned.

J. H. WILLETT, Boot and Shoe Dealer, 57 Randolph street. Blanks not returned.

WHIPPLE & POLLARD, manufacturers of Boots and Shoes, 135 Clark street. Blanks not returned.

J. QUIRK, Boot and Shoe Manufacturer, 50 North Clark street. Blanks not returned.

S. RATTLE, manufacturer and dealer in Boots and Shoes, 53 Clark street. Blanks not returned.

ROOD & DEVAL, manufacturer of Boots and Shoes, 190 Lake street. No report.

VAN DUSEN & BRADLEY, Boot and Shoe Dealer and Manufacturer, 76 Lake street. Blanks not returned.

M. GLEESON, manufacturer and Dealer in Boots and Shoes, Randolph street. No report.

Tailors and Clothiers.

Although our reporters called upon the greater portion of the Tailors and Clothiers in the city, and left blanks, very few have made any returns.

LOUIS WUNDERLE, Merchant Tailor, 182 Randolph street.

This establishment was commenced in 1854. The following figures represent the amount of manufactures during 1855:

Capital invested.....\$ 4,000	Wages paid.....\$3,000
Val. of manufactures 15,000	No. of hands employed 14
Raw material used.. 5,873	

J. H. CULLEN, Fashionable Tailor and Clothier, 155 Lake street.

The following is a statement of the manufactures since Oct. 1855:

242 Coats.....	Wages paid.....\$3,000
175 Vests.....	No. of hands employed 120
250 pair of Pants.....	\$13,000

H. M. HARVEY, Childrens' Clothier, 84 Lake street. Blanks not returned.

ROBERT BRENNAN, Tailor and Clothier, 161 Randolph street. Blanks not returned.

J. FRIST, Clothier, 179 Lake street.

The following figures represent the manufactures, &c. of 1855 :

Capital invested.....\$10,000 | Wages paid.....\$4,000
Val. of manufactures 9,000 | No. of hands employed.....20

E. ELY, Draper and Tailor, No. 9 Tremont Block. Blanks not returned.

H. H. HUSTED, Tailor and Clothier, 131 Lake street. Blanks not returned.

E. L. IVES, Clothier, 63 Clark street. Blanks not returned.

U. P. HARRIS, Tailor and Clothier, 83 Lake street. Blanks not returned.

THOS. SAVAGE, Tailor and Clothier, 250 Lake street. Blanks not returned.

ISAAC MARKS & Co., Clothier, 187 Lake street. Blanks not returned.

HODGSON & PERRY, Clothier, 59 Clark street. No returns.

W. S. BOND, Tailor and Clothier, 47 Clark street. No returns.

A. D. TITSWORTH & Co., Merchant Tailor, 132 Lake street. Blanks not returned.

MILLINERY, Dress Making, &c.

MRS. E. A. BLAKE, Milliner, 66 Lake street.

This establishment was opened in 1850. The business of 1855 is represented as follows :

Val. of manuf's.....\$10,000 | No. of hands employed.....14
Wages paid.....1,000

MRS. M. SCOTT, Milliner, 171 Lake street.

This establishment was commenced six years ago. The manufactures of 1855 are as follows:

Capital invested, prob'ly \$ 8,000 | Wages paid, about.....\$2,000
Val. of manufactures 15,000 | No. of hands employed.....8

MISSES A. T. & E. A. O'CONNELL, Milliners, 170 Lake street.

The following figures represent the manufactures, &c., of this establishment for 1855 :

Capital invested.....\$ 800 | Wages paid.....\$1,000
Val. of manufactures 3,000 | No. of hands employed.....5

MRS. E. J. HOPSON, Milliner, 85 Clark street.

The following represents the business of 1855 :

Capital invested.....\$ 2,000 | Wages paid.....\$3,000
Val. of manufactures 20,000 | No. of hands employed.....15

MRS. LIVING, Dress and Cloak Maker, 145 Lake street.

This establishment employs 3 hands, and has turned out about \$2000 worth of work during the last year.

MISSES M. A. & A. P. HAGERTY, Milliners, corner of Lake and Clark streets. Only opened in October last, and since then have employed about 12 hands. No other figures.

MISS H. FOUNTAIN, Milliner and Dressmaker, 139 Lake street. Commenced business in February, 1855, since which, she has manufactured as follows :

Capital invested.....\$3,000
Value of Manufactures.....12,000
Wages paid.....1,000
Cost of Raw Material used.....6,000
No. of Hands employed.....10

MRS. FARNSWORTH, Dressmaker and Designer

of Fashions, 167-169 Lake street. This establishment was opened in August last, since which time \$1,000 worth have been manufactured, and 8 hands been employed.

W. K. STOW, Millinery Rooms, 87 Lake street. This is one of the most extensive establishments of the kind in this city. Blanks not returned.

MRS. G. ANDERSON, Milliner, 142 Lake street. Blanks not returned.

MRS. ABDOCK, Milliner, 181 Randolph street. Blanks not returned.

MRS. SOSTHEIN, French Milliner, 165 Lake street. Blanks not returned.

MRS. LLOYD, Millinery, 149 Randolph street. No returns.

MISS HELEN M. LAMB, Milliner, &c., 155 Clark street. No report.

Besides these there are a large number of establishments on a small scale, the statistics of which we could not ascertain.

Musical Instruments.

MELODEON FACTORY.—R. C. GREENE, southeast corner of Washington and Market streets.

This branch of business, conducted by R. C. Greene, has been carried on here for several years, but it is only within the last and since the present proprietor has become sole manager, that it has assumed an important place among the manufactures of the city.

The merits of the instruments here manufactured, have already established for the builder an enviable reputation. They have received premiums wherever exhibited at Fairs, and when placed in competition with others of somewhat greater present celebrity. They are now meeting with a rapid sale in all this region, and the day is not far distant when Greene's melodeons will equal in reputation, as they do in merit, the best in the country. He has introduced an original improvement into the swell, acting upon the same principle and producing the same effect, on a smaller scale, with the swell of an organ. We will only add that one of the most skilled voicers and tuners of melodeon reeds in the country is engaged in this factory, which assures a pure and correct tone to the instrument.

The following figures represent the amount of manufactures, etc., turned out in this establishment during 1855:

Capital invested.....\$10,000
300 Melodeons manufactured.....25,000
No. of Hands employed.....20

KNAUER & SON, Piano Forte, manufacturers 133 North Clark street.

This establishment was the first to manufacture pianos in Chicago. Their instruments have a very good reputation, and are said to equal in many respects, the best of eastern manufacture.

The following is a statement of their manufactures, etc., during 1855:

Capital invested.....\$3,000
28 Pianos manufactured.....8,000
Wages paid.....3,000
No. of Hands employed.....9

II. STONE, Piano Manufacturer, corner of North Clark and Water streets.

The manufactures of this establishment during 1855, figure as follows:

Capital invested.....	\$1,000
20 Pianos manufactured.....	6,000
Wages paid.....	1,800
No of Hands employed.....	5

JOHN PRESTON, Manufacturer of Pianos, 22 Kinzie street.

The manufactures of this shop, during 1855, figure as follows:

20 Pianos manufactured.....	\$6,000
Wages paid.....	1,800
No. of Hands employed.....	4

RECAPITULATION.

Capital invested.....	\$16,000
Value of Instruments manufactured.....	45,000
Wages paid Workmen.....	11,500
No. of Workmen employed.....	25
No. of Pianos manufactured.....	68
No. of Melodeons manufactured.....	300

Wigs, Ornamental Hair, &c.

J. GRAY, Wig and Ornamental Hair Manufacturers, 73 Clark street.

This comes under the class of manufactures making little show, but which the community would be very loth to spare, and to which they extend a large patronage. The various kinds of work produced at the establishment of J. Gray, No. 73 Clark street, have never been surpassed in the World's Fair at New York or elsewhere, when placed on exhibition, and the comparative importance to which the business has attained, shows the appreciation of the public for the skill displayed in it.

The following is a statement of the business of 1855:

Capital invested.....	\$4,500
105 Ladies' Wigs.....	
410 Gents' ".....	
87 Half ".....	12,768
204 Toupees.....	
320 Ladies' Braids.....	
Hair used.....	1,010

F. HEDSON, Wig Maker and Perfumer, 129 Lake street. Blanks not returned.

Daguerreotypes, Photographs, Ambrotypes, &c.

The Daguerrean business is not strictly speaking a manufacturing branch of industry; yet as there is in this city a large amount of capital invested in establishments of this kind, we have thought it but proper to include them. During the past two years Daguerrean rooms have increased very rapidly; and we are happy to record the fact, that Chicago has some of the best operators in the United States.

A. HESLER, Daguerrean and Photographer, Metropolitan Block, LaSalle street.

This is the largest Daguerrean establishment in the United States. It consists of 12 large rooms, most appropriately fitted up. The show rooms are luxuriously furnished.

Mr. Hesler's Daguerreotype likenesses have taken the premium at the World's Fair, New York, and at several of the State Fairs throughout the United States. He was formerly situated at Gdenn, in this State, and moved to this city in December, 1854.

The following is a statement of his business during 1855:

Capital invested.....	\$23,000	Wages paid.....	\$ 6,500
Val. of pictures &c.....	38,000	No. of capitals employed	10
Material used.....	1,000		

ROOT, COOK & FASSETT, Daguerreotypists and Ambrotypists, 131 Lake street.

This establishment was only commenced last September, since which time they have acquired a good reputation as Daguerreans. Some of their pictures have taken premiums at State Fairs and Industrial exhibitions.

The following is a statement of their operations from Sept. 1st to Dec. 31st, 1855:

Capital invested.....	\$3,000	Raw material used.....	\$100
600 pictures.....	2,000		

H. W. WILLIAMS, Daguerrean Artist, 53 West Randolph street.

The amount of business turned out in this establishment during the past year, is as follows:

Capital invested.....	\$ 500	No. of operators.....	2
Value of pictures.....	1300		

JAMES FISH, Daguerrean and Tameotypist, 194 Lake street.

This establishment was opened in August last, since which pictures to the value of \$1,000 have been taken.

TAYLOR & LENOX, Ambrotypists and Daguerreans, 75 Lake street.

This firm commenced business in September last. They are the proprietors of the patent right of Cutting's process of Ambrotyping, for this State and Wisconsin. Their figures during the few months they have been in business, we did not receive.

C. H. LILLIBRIDGE, Photographer, 77 Lake st. No report.

C. C. KELSEY, Daguerrean, 96 Lake st. Blanks not returned.

G. E. JORDAN, Daguerrean, 44 Dearborn st. No returns.

E. G. STILES, Daguerrean, 139 Lake street. Blanks not returned.

P. VON SCHNEIDAU, Daguerrean, 142 Lake st. Blanks not returned.

Jewelry, Silver Plating, &c.

ISAAC GREEN, Jeweller, 77 Lake street. This establishment was commenced in 1843, and is one of the oldest in the city. The following figures represent the manufactures, &c., of 1855:

Capital invested.....	\$50,000	Wages paid.....	\$6,000
Value manufactures.....	10,000	No hands employed.....	9

The total amount of the sales at the store during the same period is \$100,000.

WALTER TRELEAVES, Jeweller, 168 Lake street, (up stairs.)

The manufactures of 1855 are represented by the following figures:

Capital invested.....	\$1,500	Raw Material used.....	\$1,000
Value manufactures.....	5,000	No. hands employed.....	3
Wages paid.....	1,650		

A. S. BECKWITH, Gold Pen Manufacturer, 168 Lake street, (up stairs.)

This shop is devoted solely to the manufacture of Gold Pens, for which it has a good reputation.

The figures sent us are so imperfect that we cannot publish them.

E. PEACOCK, Jeweller and Watchmaker, 205 Randolph street. No figures.

W. A. HENDRIE, Steeple and Locomotive Clock and Watchmakers, 39 Wells street.

There have been turned out of this establishment several steeple clocks, among which is the one in the North Market steeple. During the past year there has been manufactured a locomotive clock for the new passenger engine "Grey-Hawk," built in the works of the Chicago and Galena U. R. R. Co. It is something entirely new in this country, and is destined to become general.

CHAS. W. COLSON, Silver Plater, 86 Randolph street. The following are the figures of this establishment for 1855:

Capital invested.....\$3,000	Wages paid.....\$4,000
Value manufactures.....30,000	No. hands employed.....9

D. A. FOOT & Co., Silver Plater, 153 Clark street. The following figures represent the business of 1855:

Capital invested.....\$1,000	Wages paid.....75 0
Value of manufactures.....1,700	No. of hands employed.....4

S. HOARD & Co., Jewellers, etc., 117 Lake st. No returns.

J. T. & E. M. EDWARDS, Jewellers, 40 Clark st. No returns.

PATRICK CONNOLLY, 117 Lake street. No returns.

THOMPSON & JOHNSON, Jewellers, corner Dearborn and Lake. No returns.

RECAPITULATION.

Capital invested.....\$77 000	Wages paid.....80 100
Value of Manufactures.....19 650	No. of hands employed.....37

Stoves.

VINCENT, HIMROD & Co., Stove Manufacturer, Canal street, south of Adams street.

This factory was built in 1853, and consists of a warehouse, both built of stone, in a very substantial manner. The foundry is 62 by 89, and the warehouse 60 feet by 60. It is built near the river, and has a wharf at which vessels can load and unload.

The following figures represent the manufactures, &c., of 1855:

Capital invested.....\$40,000	Cost of raw material.....\$25,000
4,500 stoves made.....45,000	No. hands employed.....32
Wages paid.....18,000	

The sale rooms of this foundry are at 242 Lake, and 233 South Water streets.

C. REXYON & Co., Manufacturers of Stoves, Hardware &c., 72 and 171 Lake street.

The foundry of this establishment is the Phoenix Foundry, situated on the main branch of the river, near the entrance to the harbor.

The manufactures of this foundry, during the year 1855, figures as follows:

Capital invested.....\$40,000	Wages paid.....\$30,000
900 stoves made.....130,000	No. hands employed.....60
3000 pump-reels	

RAW MATERIAL CONSUMED.

Pig Iron.....tons 1 500 | Coal, soft & hard, tons.....400

RECAPITULATION.

Capital invested.....\$80,000	Wages paid.....\$18,000
Value manufactures 130,000	No. men employed.....92

Tobacco and Segars.

J. D. SCRIBER, Manufacturer of Cut Tobacco and segars, Nos. 6 and 8 North Kinzie street.

This was the first tobacco factory established in the city, but it has been under the present proprietary since September last, since which time the following figures denote the manufactures:

Value manufactures.....\$2,500	Wages paid.....\$600
Leaf Tobacco used, lbs.....21	No hands empoy d.....13

It is calculated this year to turn out about \$14,000 worth of tobacco and segars.

MILLS & Co., Manufacturers of segars, etc., 139 South Water street.

During the past year this establishment has employed 30 hands and manufactured segars to the amount of \$27,000.

JOHN MEENCH, Segar Manufacturer, No. 70 North Clark street.

There have been \$800 worth of segars manufactured at this establishment during the past year.

A. B. BATTIN & Co, Tobacco Manufacturer, Market street. No returns.

There are in the city a large number of small manufacturers, mostly Germans, from whom it was impossible to receive any figures.

Inks.

P. GILLET, Manufacturer of Black, Blue and Carmine Inks, and Spruce and Shanghae Gums, corner of Lake and Halstead streets, West Division.

The manufactures of the establishment during 1855 figure as follows:

15.0 gallons ink.....\$1 750	Gum manufactured.....\$2,600
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Saleratus.

JAS. H. MORRIS, Manufacturer of Saleratus, corner of Union and Carroll streets, West Side.

This is the only establishment of the kind in the city, and has been in operation since the spring of 1851. The manufactures are pronounced excellent.

The following figures denote their manufactures during 1855:

Capital invested.....\$6,000	150 tons saleratus man.....\$18,000
Wages paid.....1 800	No. hands employed.....6
raw material used tons 150	

Matches.

EAGLE MATCH FACTORY.—ATWOOD, BELDEN & Co., corner of State and Taylor streets.

The factory has been in operation over a year.

It consists of a two-story brick building, 20 by 66 feet, and is furnished with a steam-engine of six horse-power.

The following is a statement of its business for 1855:

Capital invested.....\$1,000	Value of manufactures \$11,000
Wages paid.....3 000	No. hands employed.....15

L. Brown, Match Manufacturer, Quincy street
near Clark. No returns.

STEVENS & Co., Match Factory, Rio Grande
street. No returns.

Quick Lime.

O. & W. G. SHEPHERD, Manufacturers of Quick
Lime, 251 South Water street.

This lime factory is situated at Levee, in
this county, where it has been established a num-
ber of years.

The business of 1855 is as follows:

Capital invested.....\$20,000 | \$5,000 value manu-
factures paid.....\$5,000 | Factor paid.....\$5,000
Cost raw material used 15,000 No. hands employed 40

STEARNS & Co., manufacturers of Quick Lime,
Lake street Bridge.

The factory of this establishment is located on
the Archer Road, about one mile from the city
limits. The following figures represent the busi-
ness of 1855:

Capital invested.....\$60,000 | \$1,000 value manu-
factures paid.....\$15,000 | No. hands employed 70

RAW MATERIAL USED.

Wood, cords.....450 | Powder, kegs.....320
Stone, do.....1,500

Scales.

HELD & BROTHER, manufacturer of Scales, cor-
ner of Franklin and Lake streets.

This establishment was commenced in Sep-
tember, 1854. The following is all we could as-
ertain regarding the manufactures of 1855:

Capital invested.....\$1,000 | No. of men employed.....3
No. of cases manufactured.....200

RAW MATERIAL CONSUMED

Brass.....lb. 200 | Iron.....lb. 1,000

There are besides several other scale manufac-
tories; but it is only carried on as a branch of
some other business.

Wire Works.

SNOW, REYNOLDS & Co., Chicago Wire Works
and Hardware Store, 46 Dearborn street.

The manufactures of this factory during the
last year figure as follows:

Sieves.....dozen 2,000 | Rat Traps.....100
Kiddles.....200 | Dog Muzzles.....100
Bird Screens.....150 | Corn Poppers.....100
Bird Cages.....150 | Wire Cloth.....feet, 160,000
Wire Drying Covers.....50

Confectioners.

ANDERSON & BROTHERS, Ornamental Confec-
tioners, 83 South Clark street.

This establishment was only opened last June,
and has acquired an excellent reputation for all
kinds of ornamental pastry and confections.

The following figures represent the manufac-
tures for the six months ending December 31st,
1855:

Capital invested.....\$4,000 | Wages paid.....\$800
Val. of manufactures 10,000 | No. hands employed.....10

G. D. RANSON, Confectioner and Pastry
Cook, 20 Dearborn.

This establishment was opened on the 7th of
January last. The amount of Manufactures, &c.,
up to January 1st, 1856, is as follows:

Capital invested.....\$1,800 | Wages paid.....\$2,500
Val. of manufactures 12,000 | No. hands employed.....12

S. & R. SMITH & Co., Confectioners, 92 West
Randolph street.

The following is a statement of the manufac-
tures turned out in this establishment during
1855:

Capital invested.....\$9,150 | Wages paid.....\$9,000
100,000 lbs. candy.....\$8,250 | No. of hands employed.....10

RAW MATERIALS USED.

Sugar.....100,000 | Coal.....do.....674
Butter.....4

J. A. BROWN, Confectioner, 187 Clark street.
This establishment was only opened in Decem-
ber last. The capital invested is \$1,000. No
other figures.

J. P. HERN, Confectioner, Clinton street, near
Madison street. No returns.

Book-Binding, Blank Books, Paper-Rulins, &c.
CRIVEN & PAGE, Book-Binders, Blank Book
Manufacturers, Stationers, &c., 139 Lake street.

This is the oldest establishment of the kind in
the city, and up till last June was carried on by
Mr. Stacy, when the present proprietors under-
took the business, since which time several im-
portant additions have been made to the estab-
lishment. There is a very large amount of
"County work," for this and other North-West-
ern States, turned out.

The following figures represent the amount of
manufactures, &c., turned out in 1855:

Capital invested.....\$10,000
8,000 Magazines bound.....(value) \$7,000
6,000 Blank Books turned out.....15,000
Cost of Raw Material used.....8,500
Wages paid.....8,500
No. of hands employed.....26

BRUNNOLD & SINNE, Book-Binding, Mapping,
Picture and Show Case Manufactory, 51 and 53
Lafayette street.

The manufactures of this establishment, dur-
ing 1855, figure as follows:

Capital invested.....\$3,500 | Wages paid.....\$5,500
Value manufactures.....14,000 | Raw Material consumed.....13,750

R. COLVILLE, Book-Binder, 189 Lake street.—
No returns.

MYNSEN & BRADLEY, Blank Book Manufac-
turers, 81 Lake street.—No returns.

A. H. & C. BUELL, Blank Book Manufacturers
122 Lake street.—No report.

Coffee and Spice Factory.

HUTTON & TOWNER, Coffee and Spice Mills,
223 Lake street.

This establishment was commenced in Sep-
tember last, since which time up to the 1st of
January last, the business figures as follows:

Coffee, lbs.....3,500 | Wages paid.....\$1,600
Spices, do.....3,500 | No. hands employed.....12

RAW MATERIAL USED.

1200 bags coffee.....\$21,000 | Spices.....7,500

Gloves, Mittens, Furs, etc.

G. KUTCH & Co., Manufacturers of (Blank skin
mittens, Gloves, Fur Caps, etc., 16 West Ran-
dolph street.

This establishment is engaged in the manufac-
ture of gloves, mittens, furs, fur caps, etc., and
their goods have an excellent reputation.

The following figures represent the manufac-
tures of 1855:

Value of manufactures.....	\$10 000
Wages paid.....	1,000
No. of hands employed.....	10
Fur and deer skins.....	3000

E. R. BOWEN, Glove and Mitten dealer and Manufacturer, 8 Clark street. No report.

JOHN EASTERLY, Manufacturer of Gloves and Mittens, 10 Wells street. No returns.

H. A. BROMLEY, Manufacturer of Furs, Griswold street, near Jackson street. No report.

Flour, Pork and Liquor Barrels.

B. CARPENTER'S Cooperage.—This cooperage is situated on the main branch of the river, immediately east of McCormick's reaper factory. It consists of a two-story frame building, and has not been in operation more than a few weeks.

There has been fitted up in this cooperage one of Trapp's patent barrel machines, which is capable of turning out 100 barrels per day. We have seen the machine going, and the barrels manufactured are superior as a general thing, to those made by hand. The staves are dressed, fitted, bent and everything finished except the making of the hoops by the machine, and with a nicety and perfection, which is not expected by the old system of barrel making.

The capital invested in the cooperage is \$10,000, and 15 hands are employed. The machine is driven by a 20 horse power engine. Rights are sold by Mr. Carpenter for the use of the machine throughout the West.

E. CROSBY'S Cooperage, corner of Kinzie and Cartiss street.

This establishment is owned by Mr. Crosby distiller, and is principally engaged in the manufacture of whisky, alcohol, and pork barrels.

The following is a statement of the manufactures, etc., turned out in this cooperage during 1855:

20,000 Barrels made, value	\$20,000
Wages paid.....	11,000
No. of hands employed.....	50

RAW MATERIAL USED.

Staves.....600,000	Hoops.....160,000
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B. ADAMS & Co.'s Cooperage, 42 Franklin st., North Division.

This cooperage is carried on in connection with Adams & Co.'s flouring mills, and is devoted solely to the manufacture of flour barrels. It commenced business in July last, since which time up to the 1st of January, the manufactures figure as follows:

Capital invested, (including real estate).....	\$20,000
14,226 barrels manufactured value.....	7,113
Wages paid.....	3,501
No. of hands employed.....	16

RAW MATERIAL USED.

284,520 Staves.....\$1,983	112,260 Hoops	\$710
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JOEL WILLARD, Cooper, West Lake street, between Union and Desplaines street.

This cooperage employs 6 hands, and has turned out during the past year, \$2,500 worth of work. No figures.

R. BENNET, Cooper, Jackson street, near Canal. No figures received.

D. FLEMING, Cooper, 163 Adams street. No report returned.

There are probably other cooperages scattered about the outskirts of our city, which have escaped the notice of our reporters.

Glue.

CHICAGO GLUE FACTORY—C. WAHL & SONS.

This factory is situated on the west side of the North Branch of the river above Chicago avenue. It was commenced last August by the present proprietors, who have also a factory at Milwaukee. It is the only factory of the kind in the city, and promises to be the best and most extensive in the West. The Glue manufactured has attained a high reputation in the market; so much so that a few months since 50 barrels were shipped from this city to a house in Philadelphia.

The manufactures, since they commenced business up to the 1st of January, figure as follows:

Capital invested.....	\$10,000
150 bbls. Glue manufactured.....	2,812
1,200 gallons Neatfoot Oil manufactured.....	900
2,000 Sallow manufactured.....	300
No. of hands employed.....	15

RAW MATERIAL CONSUMED.

Glue Stock.....cwt.	450	Lime.....bbls.	60
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This year it is contemplated to manufacture 5,000 bbls Glue.

Starch.

A Starch factory has just been built at Clearville by M. L. Keith, who intends this year to manufacture the finest qualities of starch.

Gold Leaf and Foil.

VEEDER, BRO. & Co., Gold Beaters, and manufacturers of Gold Leaf and Tin Foil, 87 Clark street. Blanks not returned.

Picture Frames.

BOWN & OLDERSHAW, Gilders, Looking-Glass and Picture-Frame manufacturers, 10 South Clark street.

This establishment has only been in operation in this city about nine months. The proprietors have also a large factory of the same kind in Cincinnati, in which they have machinery driven by a steam engine 18 horse power.

The following figures represent the manufactures of the establishment here since it opened:

Capital invested.....\$10,000	Wages paid.....	\$5,400
Value manufactures, 25,000	No. hands employed.....	14

WM. HOLMES, Gilder and Picture Frame Manufacturer, 189 Lake street. Blanks not returned.

F. STOLTZ, Gilder and Picture-Frame Manufacturer, 87 Clark street. Blanks not returned.

Ship and Boat Builders.

DOOLITTLE & MILLER, Ship Builders, North Branch, near Gray's Tannery.

This ship yard has dockage of 250 feet. During the past season they have rebuilt the barque E. C. L., and six canal boats are now on the stocks nearly finished.

The following is a statement of the business done during 1855:

Total value of building and repairs.....	\$100,000
Wages paid, about.....	9,000
No. of hands employed.....	140

JORDAN & OLcott, Ship Builders, South branch, between Harrison and Van Buren streets.—Blanks not returned.

HEWITT & JUDG, Ship Builders, North branch, at the point. Blanks not returned.

Wooden Ware, &c.

ROSSETTER & PAULMAN, Pail and Tub Manufacturers, Market street, between Quincy and Jackson streets.

This factory is the only one of the kind in the West, and the largest in the United States. It consists of a three-story, fire-proof, brick building, 40 feet by 142½, along with an engine-house. The engine is 100-horse power. All the manufactures of this establishment have hitherto been sold in the city of Chicago.

The following figures represent the manufactures, &c., of 1855:

Capital invested.....	\$2,000	Wages paid.....	12,520
Value manufactures 100,000	No. m. n. employed.....	40	

RAW MATERIAL CONSUMED.

Lumber.....	\$14,000
Paint.....	4,000
Iron.....	6,000

Total cost of Raw Material.....\$24,000

This factory is capable of turning out, daily 500 pails, 220 tubs, 75 churns, and 75 half-bushel measures.

CHICAGO BROOM FACTORY.—E. W. WARNER, 48 State street, (rear building.)

This establishment was commenced in 1838, and consists of a substantial three-story stone building, 20 feet by 80. The brooms manufactured are of a superior class, and in this market have a precedence over those manufactured elsewhere.

The following figures represent the business of 1855:

Capital invested.....	\$ 8,000	Wages paid.....	\$5,000
75,000 brooms.....	20,000	No. of hands.....	8

RAW MATERIAL USED.

Broom corn.....	tons 50	Broom handles.....	No. 75,000
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Syrups, Fountain Soda, &c.

ANDREW JACKSON MILLER, Manufacturer of Syrups, Fountain Soda Water, corner of Lake and Carpenter streets.

This establishment is principally engaged in in the manufacture of Syrups and Fountain Soda for dealers in the city. As the past summer was a remarkably cool one, the business was small. The following are the figures:

Syrups manufactured.....	\$17½
Sales of charged Fountains.....	4,500

Hats.

GROSSETT & GERARDIN, French Hat Manufacturers, 105 South Water street.

This factory is established about a year. They employ 6 hands, and have manufactured during 1855, about \$5,000 worth of goods.

WM. H. CALVERT, Jr., Manufacturer of Hats, Caps and Furs, 311 Dearborn street.

This establishment was opened in March, 1855 since which time up to the 1st of January, their manufactures figure as follows:

Capital invested.....	\$5,000	100 doz caps mfd)	
Wages paid.....	2,184	13 doz hats	
No. hands employed.....	6	Furs.....	val. \$7,905

RAW MATERIAL USED.

Silk Plush.....	yd. 620	Blk, blue & br'n clo h.....	350
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J. A. SMITH & Co., Hat Manufacturers, 110 Lake street. No returns.

Surgical Instruments, &c., Cutlery, &c.

GEORGE TOLLE, Surgical Instrument Manufacturer, 87 Clark street.

There is manufactured at this establishment all kinds of Surgical Instruments, bandages of all kinds, artificial legs, &c.

The following figures represent the business of 1855:

Capital invested.....	\$1,500	No. hands employed.....	6
Value manufactures.....	8,700		

J. CORBRIDGE, Cutler and Manufacturer of Surgical Instruments, 197 Randolph street. No returns.

JAS. O. WHITCOMB, Manufacturer of Surgical Instruments, 36 Dearborn street. No report.

Mill Stones.

HAYWARD & TRAVIS, Mill Stone Manufacturers, West Water street, corner of Washington street.

This is the only establishment of the kind in the city. The mill stones are manufactured from the French Burr Stone.

The manufactures of 1855 figure as follows:

Capital invested.....	\$ 5,000
Value of manufactures.....	23,400
Cost of raw material consumed.....	17,250
Wages paid.....	4,800

Trunks.

JOHN C. GARLAND, manufacturer of Traveling Trunks, Bags, Satchels and Fire Engine Hose, corner of Chicago avenue and Sedgwick street, North Division.

This is the oldest trunk establishment in the city. It was commenced in June, 1846, and has acquired a high reputation throughout the West. The factory consists of a four-story brick building, 45 by 100 feet, which with sheds, &c., occupies seven lots of ground.

The following figures represent the manufactures of 1855:

Capital invested.....	\$25,000
Trunks and Valises.....	doz. 1,200
Bags and Satchels.....	doz. 1,275
Engine & Garden Hose.....	ft. 10,000
Cost of raw material used.....	\$56,000
No. of hands employed.....	50

The sales room of this establishment is on the corner of LaSalle and Lake streets.

E. S. CASTLE, Trunk Manufacturer, 234 Lake street.

The manufactures of this establishment during 1855 figure as follows:

Capital invested.....	\$15,000	Cost of raw material used.....	\$7,400
Val. of manufactures 30,000			
Wages paid.....	1,500	No. of men employed.....	15

Bread, Crackers, &c.

THOMPSON & ANDREWS, Cracker Bakers, 16 Clark street and 432 State street.

This establishment has a steam factory in Eldrich Court. They manufacture largely for the interior cities and towns of this State. Their manufactures for 1855 figure as below:

Capital invested.....	\$18 720	Wages paid.....	\$ 7,072
Val. of manufactures	89 856	Raw material used..	68,288

STEWART & Co., Bakers, 19, 21, and 28 Canal street.

The following figures represent the manufactures of this establishment during 1855:

Capital invested.....	\$9 000	Value of manufactures	\$36,000
Wages paid.....	9 500	No. hands employed	20
RAW MATERIAL USED.			
Flour.....	\$60 000	Butter and lard.....	\$4 000
Wood and coal.....	3,000	Sundries.....	4,000

Our reporters left blanks with a vast number of banking establishments, but the above are all that have been returned.

Lithography, Engraving, &c.

Lithography, as the word signifies, is writing on stone, from which impressions are taken. The stone used is a kind of lime-stone, and capable of an extremely fine polish. It is principally quarried in Bavaria, where it exists in large quantities, though it has been found in other parts of Europe, and even in this country, but of an inferior quality. The peculiarity of it consists in its power to absorb water and oil, which, with the mutual antipathy which these have for each other, constitutes the fundamental principle of the art. So susceptible is this stone, that to lay the hand upon it, and after passing it through the process of printing, the form and lines of the hand will be distinctly visible.

EDWARD MENDEL, Lithographer, Map-Drawer and Engraver, 170 Lake street.

This establishment has turned out some of the finest work in the city. Mr. Mendel is a superior draughtsman, and is largely engaged in the map printing. He has recently imported from Europe at considerable cost, a splendid machine, which can engrave all kinds of ruled and medallion work of every variety of complicated patterns. No figures.

H. ACHESON, Lithographer, &c., 132 Lake st. No returns.

J. J. O'SHANNESKY, Bank Note and General Engraver, Copper-Plate Printer, &c., 145 Lake street.

This establishment was commenced about a year since. It is a branch of the extensive engraving house of Wellstood, Hanks & Haywood, in New York. Some beautiful specimens of engraving have been shown us from his hand, among which is the whole of the "Lord's Prayer" engraved on a half-dime. We have not been furnished with any statement of the business of the past year.

CULDS & Co., Engravers, 9 Clark street. No returns.

W. J. WHITE, Engraver, 72 State street. No returns.

Marble Works, Stone Yards, &c.

During the past two years, the business transacted at the marble yards in our city has assumed a very different aspect, by the almost general introduction into new buildings of marble mantels. This, with the usual monument business, has increased the work of marble cutters to a very considerable extent.

But, apart from this, the introduction of "Athens marble" as a building material has created another and a different class of yards. This "Athens marble," as the readers of the Press are probably aware, is brought from an inexhaustible quarry 25 miles south of the city, on the Illinois and Michigan Canal. It has a beautiful milk-white appearance, and when polished or rubbed, is not to be surpassed in appearance by the finest marble brought to our city. Its adaptation to building purposes has led to its almost universal adoption as facing for residences and business blocks, as may be seen by walking through our streets. Of the value to be attached to the Athens marble, it may be mentioned, that Prof. Hitchcock, the distinguished geologist, who recently lectured before the Young Mens' Association of our city, on examining it, pronounced it superior for building purposes to the famous Portland stone, so much used in England.

Besides the demand for this marble in our own city, a large amount of it has been finished here and shipped to other cities in the West.

H. & O. WILSON, Marble Dealers, corner of State and Washington streets.

This establishment has turned out some of the most beautiful monuments and mantel pieces ever seen in our city. Their business has increased to such a degree, that they are about to make arrangements for the erection of a steam mill for sawing and polishing marble.

The following are their figures for 1855:

Capital invested.....	\$50,000	Wages paid.....	\$7,000
600 mantels and monuments.....	45,000	No. of hands employed..	30
		Marble consumed, tons,	700

SHUREMAN, HOFFMAN & Co., Marble Manufacturers, 191 Clark street.

This yard has a branch establishment at Milwaukee, and in this city they have turned out some handsome work, such as mantels, monuments, &c.—Their business for 1855 figures as follows:

Capital invested.....	\$12 000	Wages paid.....	\$5,000
Val. of manufactures	31 000	No. of hands employed..	19

KNIER & LAUERMANN, Marble Workers, corner of Clark and Superior streets, North Division.

The business of this establishment is principally monuments. The figures we have received of the work turned out are too indefinite to be published.

JOHN SUTHER, Marble Cutter and Mantel Manufacturer, 210 Lake street.

This establishment is principally engaged in the manufacture of marble mantels. Their business of 1855 is represented as follows:

Val. of m^{an}ufact^{ure}.....\$43,000 | No. of hands employed.....24
Am^{ount} of wages paid.....10,000 |

ILLINOIS STONE DRESSING COMPANY.

This company was organized in December, 1853, and commenced then to quarry "Athens Marble" for building purposes. They have upwards of 500 men at work in quarrying, dressing and transporting the marble. We regret that our reporter could not obtain the figures for their business during 1855.

D. C. SKELLY, Stone Yard, corner of Wells and Harrison streets.

This establishment is also principally engaged in the "Athens Marble" business. Their quarry at Athens consists of 255 acres, every inch of which can be quarried.

During 1855 the business done was as follows:

Capital invested.....\$100,000 | Wages paid, about.....\$18,000
Val. of marble quarried and dressed.....36,400 | No. of hands employed.....11

P. F. ROBINOT, Stone Yard, Wells street South of Harrison street.

This yard is also engaged at the dressing and quarrying of Athens Marble. The quarry is situated at the Sig, twenty-two miles south of the city.

The following is a statement of the business of 1855:

Value of stone quarried and dressed.....\$23,000
Wages paid, about.....20,000
Number of quarry hands employed.....20
" dressing ".....20

SIZER & TALCOTT, Stone Yard, Market street. Blanks not returned.

WM. C. DEAKMAN, Stone Yard, Wells, near Harrison street. No returns.

W. A. WOLF, Stone Yard, Edina Place. No returns.

RECAPITULATION.

CAPITAL.

Capital invested in Marble and Stone Yards and Quarries in 1855.....\$238,000
Unreported, say.....250,000
Total.....\$578,000

MARBLE AND STONE MANUFACTURED—HANDS EMPLOYED, WAGES, &c.

Value of Marble and Stone Manufactured.....\$198,000
Unreported, say.....400,000
Total.....\$598,000
Wages paid Workmen.....\$51,000
Unreported, say.....40,000
No. of hands employed in 1855.....276
Unreported, say.....400
Total.....676

Sheet and Bar Lead and Lead Pipe.

CHICAGO LEAD PIPE AND SHEET LEAD WORKS.—COLLINS & BLATCHFORD.—These works are situated on the corner of Clinton and Fulton streets. They were built during the latter part of 1854, since which period an extensive business has been carried on. A new field has re-

cently been opened for this branch of manufacture in Canada, which was formerly supplied from Scotland and England; and towards the close of navigation the trade was constantly on the increase, while the recent erection of water works in some of the cities and towns of that country will tend still further to increase it during the coming season.

We are without complete returns as to the value of the manufactures, &c., further than the amount, which is as follows:

Lead Pipe, Bar and Sheet Lead.....Dls. 1,750,000

Miscellaneous.

FREDRICK WEIGLE, Paper Box Manufacturer, 71 Lake street.

This establishment is engaged in the manufacture of all kinds of paper boxes. There are ten hands employed. No other figures.

JOHN HORN, Umbrella Manufacturer, 135 North Clark street.

The manufactures &c., turned out in this establishment during the past year, are represented by the following figures:

Capital invested.....\$2,000 | 2500 umbrellas.....\$5,000
No. hands employed.....31

FRED. PLATINUS, Manufacturer of Paper Boxes, Wallets, Porte Monnaies, Port Folios, &c., No. 3 Clark street.

This establishment was commenced about two years since. During the past year \$300 worth of work has been turned out.

A. SMALLEY, Manufacturer of Tanks and Cisterns, West Lake street, between Peoria avenue and Green streets.

This establishment is devoted principally to the manufacture of wooden cisterns. During the past year the value of the work turned out amounts to \$3,000.

T. WORTH & Co., Box Maker, corner Wells and Charles streets.

This shop has been established about three months, during which period it has been principally engaged in manufacturing candle, soap and dry goods boxes. No figures.

G. T. AUBRY, Manufacturer of Rifles, Guns, Pistols, &c., Lake street. No returns.

Total Recapitulation.

In submitting the subjoined recapitulation, we would remark that it has been prepared for the most part, from actual figures furnished us. In branches of manufactures where we had little or no figures, we have consulted the most experienced men in the city as to the probable amount, and prepared our estimates accordingly. In some instances we may not be altogether correct; but we have aimed throughout to give a just and fair exposition of the manufactures of our city. Our estimates have generally been

moderate; and we are fully convinced that the totals are rather under than beyond the truth:

	Capital.	Hands.	Value of Manufres.
Iron Works, Machinery, &c., 1,102,000	1,395	1,926,500	
Agricultural Implements.....	454,000	480	649,790
Railroad Cars, &c.....	750,000	550	950,000
Brass, Tin, Copper Ware, &c.....	142,000	188	377,200
Type, Printers' Furnish'g, &c.....	15,000	12	.....
Carriages, Wagons, &c.....	417,000	792	702,104
Lead Pipe, &c., (estimated).....	20,000	75	50,000
Planing Mills, Sash Factories, Shingle Mills, &c.....	374,000	396	749,084
Cabinet Furniture, &c.....	300,000	530	455,500
Marble and Stone.....	578,000	676	588,900
Whisky, Ale, Porter, Beer, &c.....	397,500	180	826,645
Oils, Soap, Candles, &c.....	361,000	104	464,130
Gas, Coke, &c.....	.....	.....	126,442
Leather.....	150,000	130	290,100
Brick.....	56,000	220	200,500
Saddlery.....	52,000	150	142,000
Musical Instruments.....	16,000	38	45,000
Daguerreotypes, Photo. &c.....	42,500	47	70,000
Jewelry, Silver Plating, &c.....	77,000	37	80,100
Quick Lime.....	80,000	110	91,000
Confections.....	24,000	60	81,000
Stoves.....	80,000	92	195,000
Woolen Ware, Brooms, &c.....	90,000	48	120,000
Blank, Books, Book Bind- ing, &c.....	26,500	66	124,000
Barrells.....	30,000	100	105,000
Glue.....	10,000	15	4,072
Ship-Building.....	50,000	250	200,000
Hats, Caps, etc.....	17,000	30	40,000
Mill Stones.....	5,000	14	23,418
Trunks.....	50,000	80	180,000
Lithography, Engraving, etc.....	10,000	15	25,000
Saleratus.....	6,000	8	18,000
Matches.....	5,000	21	18,000
Boots & Shoes, Clothing, Mil- linery, Tobacco, Crackers, Bread, Coffee & Spices, Sur- gical Instruments, etc.,	506,500	1,866	1,954,006
.....	\$6,295,000	8,740	11,031,491
Recapitulation of 1854,	4,230,000	5,000	7,870,000
Increase during 1855,	\$2,075,000	3,740	\$3,161,491

CITY IMPROVEMENTS DURING 1855.

The progress of Chicago is perhaps not more apparent in our commercial and manufacturing statistics, than it is in those of our City Improvements. During the past two years the character and style of our erections have altogether changed. Factories, wholesale warehouses, stores, and residences have been constructed on a scale of substantial magnificence known in but few cities west of New York, Boston, or Philadelphia. Where but a few months since stood old rookeries, dilapidated and decayed, are now to be seen immense store-houses, granaries, and blocks of stores, built in a style of permanence and durability, suggestive of the confidence capitalists have in the future greatness of our city.

But not only is there a vast improvement in the commercial and business erections of the past year, but also in the residences that grace some of our avenues and squares. The possession of an almost inexhaustible supply of Athens marble, but a few miles from our city, has enabled us to erect some of the most princely looking mansions to be found anywhere in the United States; and there is little doubt that ten years hence, if improvements go on at the same rate that the past two years have exhibited, Chicago will be one of the most beautifully built cities in the United States. For building purposes Athens marble is pronounced by Professor HITCHCOCK, superior to any other marble or stone

in the United States, and that it is even more valuable than the celebrated Portland stone of England.

It is due to the various architects in our city to state that the past few years' improvements have displayed a correctness of judgment and propriety of taste on their part, of which they have reason to feel proud; and we have little doubt but as the resources of our city become developed, that their science and skill will in a proportionate degree be exhibited.

We subjoin statements of the principal buildings and other improvements that have been made during the past year. It will be seen by reference to the recapitulation that the whole amount expended in improvements is \$3,735,254, an increase over that of 1854 of \$1,296,341. There is every reason to suppose that the improvements of the present year will be increased to a still greater degree.

ILLINOIS CENTRAL RAILROAD IMPROVEMENTS.

No one can fail to be struck by the magnitude of the improvements that have been made by the Illinois Central Railroad Company during the past year. Along the lake shore, buildings of a most substantial and enduring character have been erected at a great expense, for machine shops, engine houses, grain warehouses, &c., &c., and which have altogether transformed the appearance of that portion of our city.

PASSENGER DEPOT.—Approaching the lake, on South Water street, from Michigan avenue, the Passenger Depot of the Illinois Central and Michigan Central Railroads meets our view, the massive proportions of which are in keeping with and suggestive of the stupendous artery of commerce to which it is the entrance. When we consider the height of the stories, the size of the windows, the massive character of the solid masonry and stone work, the capacious areas for office purposes, the vast space enclosed by the walls and roof,—and notice the ordinary sized dwelling houses still unremoved and undisturbed within its walls and under its roof, looking like stray cabins in the center of a prairie, we begin to feel some conception of the immense business that is being provided for by this building.

In July, 1855, this monster depot was commenced, and although, with one or two exceptions, it is the largest in the world designed for such purposes, it will be finished throughout by the 1st of May next. Its dimensions are 163 feet by 504, covering over two acres of ground. It receives eight tracks of railroad, on each side of which will be spacious platforms.

The roof forms a part of a circle, and is the largest span ever constructed. It was built by Messrs. STONE, BOOMER & BOUTON, of this city, on the principle of Howe's Patent Truss. It alone cost \$46,000. The main building is three stories high, and an attic—measuring 40 feet by 163 on the ground; and it contains offices for all

the different departments of the road. A tower on the north-west, 100 feet high, and one on the south-west cor. 58 feet high, will give it a bold and commanding appearance when finished. It is to be warmed by steam, and will be provided with all modern improvements. Cost, \$115,000. Otto H. Matz, architect; S. Porter, mason; Menard, Scoville & Harper, carpenters; Brooks & Onions, cast-iron work; F. Letz, iron safe; Brown & Wilder, gas fitting.

FREIGHT DEPOT.—South of Chicago river, the Illinois Central Railroad Company have completed their extensive freight depot. Its dimensions are 100 feet wide by 582 feet deep, two stories high. The depot is built of solid hammered stone, with walls of a very substantial thickness. In the interior, it is one vast space, and the roof, which is covered with slate, is without a single support. Cost, \$95,000. O. H. Matz, architect; S. Porter, mason; M. Menard, carpenter; Brown & Wilder, gas fitters.

ILLINOIS CENTRAL RAILROAD GRAIN HOUSE.—On the east side of the freight depot, and of the basin that connects with the Chicago river, Messrs. STURGIS & BURLINGAME, under an arrangement with the Illinois Central Railroad Company, have erected an enormous grain house, 100 by 200 feet, built of Milwaukee brick, and capable of holding 800,000 bushels of grain. Cost, \$76,000.

The same party is to erect during the coming spring a similar grain house, east of the present one. Its dimensions are to be 100 by 250 feet.

ILLINOIS CENTRAL RAILROAD MACHINE SHOPS.—Close to the round house, on the lake shore, this company have completed their machine and blacksmith shops. The machine-shop is 85 feet wide by 180 feet deep, two stories high; the blacksmith-shop, 70 by 180 feet,—both built of limestone, and their roofs covered with slate. The walls are twenty inches thick, and are provided with buttresses to support the trusses of the roof. A chimney 125 feet high, and 14 feet square at the base, has been erected. The whole building is heated by steam. Cost, \$64,000. O. H. Matz, architect; T. Erwin, mason; M. Menard, carpenter; Walworth & Co., steam heating apparatus.

BASIN.—A basin, averaging 165 feet by 600 feet, has been dredged out and built in, connecting with the river, so that vessels can sail right up to the side of the railroad track and discharge their cargoes. This basin cost \$50,000. We understand that a similar basin will be built during the present year.

NEW TRACK.—The Illinois Central Railroad Company have superintended the building of a new track from their track on the lake shore to the depot of the St. Charles Air Line Road on the West Side of the south branch of the Chicago river. It is about three-quarters of a mile long, and passes through the blocks north of North st.

This track is built at the joint expense of the Illinois Central, Michigan Central, Chicago, Burlington and Quincy, and Galena and Chicago Union Railroad Companies. It will be the means of bringing the business of the Illinois Central Railroad from their main line into their station grounds at the foot of South Water street, and will also prove a great convenience for getting cars over all the other roads on the west side of the river. The following is the cost of building it:

Property for right of way.....	\$75,000
Grading, including bridge over South Branch of river.....	23,000
Superstructure, iron, &c.....	10,000
Total.....	\$108,000

Messrs. STONE BOOMER & BOUTON, built the bridge.

Michigan Central Railroad.

The Michigan Central Railroad Company have, during the past year, built an engine house for eleven engines, of a very substantial character.

They have, also, in addition to their large stone freight house, 80 feet by 420, built in 1854, erected another freight house, 360 feet long, thus covering about 12 acres of ground for freight purposes. Tracks have been laid down so as to facilitate the discharge of freight from cars as speedily as possible.

This road is also interested in the new passenger depot, described under the head of the Illinois Central Railroad.

We have not received the exact figures of the cost of these improvements, but they cannot fall far short of \$90,000.

Galena and Chicago Union Railroad.

GRAIN HOUSE.—This building, situated on North Water street, was completed last year. It is 60 feet wide, 250 feet deep, and 55½ feet high. The foundation consists of 3,500 piles, covered with concrete. The total cost of the building is about \$100,000, besides the land on which it is built, which cost \$70,000. It has 71 bins for grain, and will hold 400,000 bushels. The engine is 60 horse power, and was built at the Cuyaboga Works, Cleveland, Ohio. There are 6 track scales for weighing cars and their contents, and two scales capable of weighing 400 bushels each, running upon a track attached to the river side of the building, for weighing grain on its discharge from the bins. The scales are from FARABEARS & Co., Vermont. The building was erected under the immediate superintendence of Geo. BASSETT, master builder of the Company, and machinery put in by R. C. MIX, of Aurora. THOS. MILNER, Mason.

NEW BRIDGE.—A new bridge across the North Branch of the river is in process of completion, and will cost \$15,000.

PARK STATION.—The grounds for this station were purchased last year, at a cost of \$30,000, comprising 6 acres of land, on which a building 26 by 40 feet has been erected, with yards adjoin-

ing for receiving cattle. Nearly three miles of side tracks have been laid for the accommodation of cars.

NEW PASSENGER DEPOT AND FREIGHT HOUSE.—It is proposed to build, during the present year, a new passenger depot, of a most extensive and durable nature. Another freight house will also be built for the accommodation of in-freight. These buildings will probably cost \$100,000.

Michigan Southern Railroad.

This Railroad Company contemplates building, during the present year, a new passenger depot. It is to extend from Jackson to Van Buren streets, and from Sherman to Griswold streets. It will probably cost \$100,000.

Chicago St. Paul and Fond du Lac, and Chicago and Milwaukee Railroads.

These two Railroad Companies will erect, during the present year, passenger and freight depots, at a cost of probably \$100,000.

Chicago Water Works.

Through the kindness of the Superintendent and Secretary of the Chicago Water Works, we have been permitted to examine their forthcoming report to the Common Council, from which the following items are gleaned:

RESERVOIR.—During the past year the reservoir on Adams street, in the South Division, has been strengthened, by iron rods running through the building, fastened on the outside with heavy iron nuts and washers, and by erecting a circular wall three feet thick in the centre of the building, and filling up the window openings with solid masonry. These additions cost \$5,206. The reservoir since then has been in constant use, and is capable of holding 500,000 gallons.

BREAKWATER.—The breakwater commenced last season by RAWSON & BATEHAM, to protect the inlet pipe, was completed by the 8th of June, and cost \$13,695.22.

After the breakwater was completed, S. S. DUFEE dredged the basin to an average depth of from 11 to 13 feet, and 10,940 cubic yards was excavated. The excavation cost \$3,282.27, and the stone work cost \$216.

AQUEDUCT AND INLET PIPE.—An aqueduct and inlet pipe have been made and sunk during the past year. It is constructed of oak planks 3 inches thick, spiked to stringers of oak from 4 to 6 inches square, and framed together so as to make it continuous. The planks are fitted together tight, and the joints battered. Cost \$2,422.22.

In order to connect the aqueduct with the pump well, it was necessary to take down and rebuild the east wall of the engine house, which was accomplished successfully by P. BURROX, at a cost of \$1,785.

MANUFACTURE OF PIPE.—During the past year Messrs. WOOD & CO., of Philadelphia, manufactured 650 tons of pipe, at a cost of \$45 per ton;

and Messrs. JONES & CO., of the same place, manufactured 650 tons of pipe at \$47.50 per ton.

EXTENSION OF PIPE IN THE CITY.—The extension of pipe throughout the city during the past year has been as follows:

South Division.....	feet, 21,893
North ".....	" 18,660
West ".....	" 15,786
Total.....	76,239

Equal to 10 $\frac{1}{2}$ miles.

The total amount of pipe now laid down in the city is as follows:

3 inch pipe.....	feet, 30,301
4 ".....	106,047
6 ".....	49,191
8 ".....	14,068
10 ".....	5,300
12 " main pipe.....	9,112
16 ".....	3,732
Total.....	217,649

Equal to 41.22 miles.

FIRE HYDRANTS.—The following additional fire hydrants have been erected during the past year:

South Division.....	11
North ".....	12
West ".....	12

NUMBER OF TAPS INSERTED

Inserted in 1855.....	907
previous to 1855.....	1,695
Total.....	2,602

BUILDINGS SUPPLIED WITH WATER.—The number of buildings into which water was introduced in 1855 is as follows:

South Division.....	856
North ".....	374
West ".....	278
Total.....	1,508

Introduced previous to 1855..... 2,745

Total..... 4,251

Sub-divided as follows:

South Division.....	2,554
North ".....	909
West ".....	783
Total.....	4,251

The number of buildings subject to assessments upon which application for water had not been made to Jan. 1, 1856, are as follows:

North Division.....	214
South ".....	484
West ".....	200
Total.....	899

Total..... 899

WATER PUMPED IN 1855.

Large engine.....	galls, 684,120,147
Small ".....	189,304,697
Total.....	873,424,844

RECEIPTS.

Receipts for 1855.....	\$290,365.39
Balance in Treasurer's hands, Dec. 1, 1854.....	375.40
Total.....	\$290,740.84

Expenditures for 1855.....	\$190,791.89
Balance in Treasurer's hands.....	30,048.95
Total.....	\$220,740.84

REVENUE FOR 1855

Water rents, cash received.....	\$53,994.49
Service cocks, balance, excess of receipts over expenditure.....	1,332.40
Interest and exchange received in cash.....	3,342.77
Interest, due from city.....	1,873.61
Total.....	\$60,545.27

Add unpaid rents and assessments on January 1st, 1856.....	9,636.65
Total revenue in 1855.....	\$70,181.92

EXPENDITURES IN 1855.

Interest on bonds.....	\$35,785.05
Operating expenses.....	27,399.21
Total.....	\$63,184.26

Leaving surplus on the year's operations of.... \$7,037.95

TOTAL COST OF WATER WORKS.—The following is a statement of the total cost of the Works up to Dec. 31, 1855:

Whole amount of Bonds issued by the Commissioners to date..... \$650,000

EXPENDITURES.

Water Works, or construction and extension account.....	495,849.64
Office Furniture.....	929.80
Water pipes on hand.....	12,261.63
Material per stock account.....	3,439.99
Advanced S. M. Willies on account trenching.....	1,000.00
Coal amount on hand.....	4,322.54
Discount on bonds sold, balance.....	57,181.74
Due from city of Chicago.....	12,014.69
Balance in hands of Treasurer, after deducting amounts due sundry persons per Ledger.....	39,154.29
Balance of interest and operating expenses from the commencement of the works.....	15,697.23
Total.....	\$650,000.00

BOARD OF WATER COMMISSIONERS.—George W. Dole, John C. Haines, Orrington Lunt.
SUPERINTENDENT.—B. F. Walker.
TREASURER.—George W. Dole.
SECRETARY.—P. R. Forrest.
CLERKS.—J. H. Cross, W. R. Larabee.
COLLECTOR.—C. R. Vandercook.

PROPOSED NEW RESERVOIR.—The report of the Commissioners contain a proposal for the erection of a new reservoir. The present one is altogether too small for such a city as this, it being only sufficient to hold water enough to last one night, and the main is so small that it takes, at the present rate of consumption, 14 hours to force a quantity into the tank to last the remaining 10 hours.

The proposed reservoir will hold 7,000,000 gallons of water. It is to be situated in the North Division, and will cover an area of 275 feet square. The foundation is to be solid rubble stone masonry laid in water-lime. The main outer wall of the structure to be 240 feet square, exclusive of the projections for the corners and buttresses. The buttresses are to project at the bottom as far as the foundation, and to be made battering to within 8 feet of the top, at which they will project from the main wall about 3 feet. The basin is to be supported by 13 parallel walls 2 feet thick, of solid masonry, built upon inverted arches, in such a manner as to give an equal bearing upon the whole foundation. The two outer walls to be built 16 feet apart, and tied together by cross-walls 10 feet apart from centre to centre, and 18 inches thick—the whole to be tied together in such a manner as to be nearly equal to a solid wall 20 feet thick. The height from the bottom of the foundation to the top of the basin to be 100 feet; depth of the basin, 28 feet. The walls of the basin will be 20 feet thick at the bottom and 10 feet at the top, built in the same manner as the main walls, the batter of 10 feet being in the inside—making the inside area of the basin 200 hundred feet square at the bottom, and 220 feet square at the top. The top of the walls to be covered with a stone coping 12 inches thick, surmounted with an iron railing. Cost \$275,000.

The erection of such a reservoir would prevent the water from being cut off as often as it now is—as water would always be on hand sufficient to supply the city for several days, in case of accidents to pipes or machinery.

The report anticipates that the revenue for water rents this year will amount to \$100,000.

Chicago Gas Light and Coke Company.

We append a few items regarding the progress of the Gas Works, taken from the annual report of the Board of Directors, just issued:

During the past year an addition of \$55,900 has been made to the capital stock, making the total \$300,999. The \$300,000 stock subscribed for in 1854 was consolidated on January 1st, 1855, making an additional amount of \$155,900 on which to declare a dividend the past year; but notwithstanding the large increase, the market value of the stock has not been reduced.

NEW RETORT HOUSE.—During the past year a new brick Retort House has been erected. Its dimensions are 95 feet long, 55 feet 8 inches wide, and 22 feet high in the clear, with a chimney 44 feet high. The roof of the building is composed of iron rafters covered with slate. This house contains arches for twenty benches, which are of a size to admit either three or five retorts. At present three retorts are being used. Seven of the benches are now completed, and five in use, making seventeen benches now in use. It is the intention to complete all the benches the present year. The cost of this department at the date of the last report was \$199,050.71. At this time the total outlay is \$227,861.45, which includes the cost of the new Retort House, on which the sum of \$22,240.99 has been expended.

STREET MAINS.—At the date of the last report there was laid 29 miles and 2,521 feet of pipe, at a cost of \$128,674.83; since which time there has been laid 12,987 feet of four inch, 456 feet of six inch, and 2,133 feet of ten inch pipe, making in all two miles, 4,966 feet, and a total of 29 miles, 22 7 feet, costing \$143,067.65.

PRIVATE CONSUMERS.—On January 1st, 1855, the number of private consumers was 1,294. During the year 566 have been added, with 6,362 burners, making a total of 1,964 consumers and 18,760 burners. The difference between the number of meters in use, and the number of consumers arises from the fact of a number of the large consumers using several meters.

STOCK AND STOCKHOLDERS.—On January 1st, 1855, the stock issued amounted to \$12,000 shares (\$300,000); during the year 2,276 shares (\$56,900) have been issued, making a total of 14,276 shares (\$566,900), held by 73 stockholders, 34 of whom reside in Chicago, owning 4,691 shares, \$117,275.00. The funded debt of the company is \$70,000 in bonds bearing interest at the rate of 7 per cent. per annum.

Table showing the number and size of meters in use on January 1st, 1856:

2 Lig ts.	3	5	10	20	30	45	100
20	1457	417	144	25	10	4	3

Table showing the annual progress of the Chicago Gas Light and Coke Company, from their commencement in 1850 to 1855, inclusive:

Yr.	No. of consumers.	No. of burners.	No. of Street Lamps.	No. of Stock-holders.	Total amount of Pipe laid.
1850.....	198	1 447	112	57	5 mls., 4,520 ft.
1851.....	327	3 055	146	67	7 " 406 "
1852.....	510	4 794	164	58	7 " 2,940 "
1853.....	840	7,522	209	66	13 " 688 "
1854.....	1,398	12,398	340	71	20 " 2,521 "
1855.....	1,964	18,760	476	78	23 " 2,267 "

The proceeds from the gas, coke and tar were noticed in our article on manufactures.

DIRECTORS—Hugh T. Dickey, Thomas Dyer, Jerome Beechor, William Blair, B. W. Raymond, E. H. Haddock, E. B. McCagg, S. B. Cobb, George Steel.

Hugh T. Dickey, President; James K. Burtis, Secretary and Treasurer; Colin Baldwin, Assistant Secretary; Wm. Gentry, Superintendent; Lewis Barker, Street Superintendent.

Sewerage.

There has been little done during the past year in the building of sewers throughout the city; but the Commissioners of Sewerage have been receiving plans from engineers and others as to the best plan for building sewers in our city, and the one they have decided on is now before the Council for consideration. There is little doubt but during the present year sewers will be constructed throughout the greater part of the city.

Public Improvements.

Through the kindness of the able and attentive City Superintendent of Public Works, Judge FULLER, we are enabled to give the following exhibit of the public improvements. This table does not include the works of the various Street Commissioners :

IMPROVEMENTS BY CITY SUPERINTENDENT OF PUBLIC WORKS.

[illegible]

Planting State st. from Madison to Harrison	2,789.41
Planting North Wells st. from Kinzie street to century ground	84,629.08
do do in 1855	7,761.00
Grading and replanking South Water st. from Dearborn st. to Wabash ave. uc.	2,640.85
do do in 1851	\$1,605.61
do do in 1855	2,640.85
Planting South Wells street from Madison to Franklin st.	\$3,046.21
do do in 1855	1,652.23
Planting alley block 9, between 4th and Franklin st.	420.52
Planting West Randolph street from Clinton to Deplaines st.	1,961.23
Planting and sewerage alley, block 15, Kinzie's addition	536.40
Planting and sewerage alley, blk 15, Wol. Add.	584
do do do 19, do	393
North Division, lumber, &c.	112.35
West Division, do	65.69
South Division, do	3,810.03
Planting and sewerage alley block 12, Wolcott's addition	493.61
Sewering block 12, Wolcott's Dearborn Add.	781.80
Cuy Bridwell, lumber, &c.	24.36
General expense on bridges for repairs	216.97
Planting West Water street from Lake to Ran- dolph stre t.	1,125.05
Building culverts and filling on top on Chicago avenue, N. D.	1,009.41
Grading, building culverts, and filling on Mar- ket st. N. D.	5.21
Grading 35 rods	495.26
Grading, building culverts on Frank in st. N. D.	\$50.18
Building culverts and filling	358.64
Grading and hulf culverts on Roberts st. N. D.	\$32.69
Grading 49 rods	171.70
Culverts and filling	\$22.93
Grading and filling Ohio street	75.00
Grading 23 rods	77.27
Filling st-w	64.00
Grading and filling Haron from Franklin to Rt. street	\$77.17
Grading 114 rods	64.00
Filling	78.23
Grading Superior street from Franklin to Robert's street 114 rods	163.70
Building culverts and filling Nevens street from Chicago Avenue to Erie st.	327.03
Building culverts and filling Sedgwick street from Ohio to Chicago Avenue, N. D.	239.10
Building culverts and filling on Townsend street from Chicago Avenue to Erie st., N. D.	3,543.83
South Western Plank Road Company for Oak Plank	37.50
Grading Larabee street from Division street to Clybourne Avenue, 60 rods	1,381.50
Planting Chicago Avenue from Clark street to Brace	3,508.89
Building sidewalk and fence along Lake Park east side Michigan Avenue from Randolph st. to Moriam Court about 1 1/4 mile	190.20
Grading and filling Ontario street from Market street to Kingsberry Ave.	125.43
Sewering Washington street from Clark to La- salle street	2,708.55
Planting and sewerage alleys in blocks 12, 13 and 14 Newberry Add.	166.04
Sewering side-Franklin street from Indiana to alley in blk 14 New Add.	384.69
Grading and building culverts on Old street, S. D., from State street to lake shore	163.83
Grading 115 rods	228.52
Building culverts, &c	553.15
Planting alley in block 32, O. T.	305.14
Macadamizing Madison st. from Franklin to Market street	1,970.65
Macadamizing Milwaukee Avenue from Kinzie st. to Madison River street	457.20
Grading and building culverts through blocks 1, 2, 15, 16 and 19, Canal Trustees Sub Div. N. E. & Sec 31	148.72
Grading streets and building culverts in Public Ground north of Cemetery	132.54
Engine House No. 2, Oak Plank	17.81
Engine House No. 10, Oak Plank	80.24
Building culverts in alley block 34, Bushnell Add.	27.25
Repairing dock N. E. side Clark St. Bridge	80.00
Grading South st. W. D. from Kucker street to Westfield Ave.	534.24
Planting South Clark from Lake to Randolph st. for lumber alone	4,852.82
Planting South Clark from Washington to Polk st. for lumber alone	186.24
General expense of city in my account	125.89
Cemetery Grounds, filling and repaving there	3,447.07
Building culverts in Canal Trustees Sub. part Section 1/2 of Sec 21, S. D.	8,253.53
Excavating front of lot 1, block 5, O. T.	1,900.00
Paving Michigan Avenue from Lake to South Water street	782.89
Paving Lake street from State st. to the Lake	\$12,609.00

COST OF MATERIAL USED.

m. used in pub. works in 1855...	9,247,178	— \$41,386.75
bricks used	..... kgm	458 — 2,707.20
Total cost of public works.....		\$156,883.95

Churches, Colleges, Schools, Academies, &c.

FIRST CONGREGATIONAL CHURCH.—This church built of stone, hammered, and is situated on the corner of Green and Washington streets, west Side. It is 60 feet front, 100 feet deep, and 45 feet high. The interior is very generally admired for its chaste simplicity and beauty of design. Cost \$10,000. Olmsted & Nicholson, architects; Cleveland & Russell, carpenters; Jevne & Co., painters; Brown & Wilder, gas-fitters.

UNIVERSALIST CHURCH.—This church is in progress of erection, and will be finished early this season. It is to be built of Athens marble, cut, and will be the most handsome Gothic erection in the city. Cost, \$55,000. W. W. Boyington, architect; Ill. Stone Dressing Co. cut marble; Walker & Boyington, contractors.

GERMAN EVANGELICAL CHURCH.—This church situated on the corner of Polk street and Edipace. It is built of brick, 26 by 105, and cost \$5,000. Carter & Bauer, architects; Dietz Price, masons; Moore & Goodjohn, carpenters.

CHICAGO HIGH SCHOOL.—This school is situated on Monroe street, is built of Athens marble, 52 by 88 feet, and 3 stories high. The school will be put in operation the ensuing season. Cost, \$35,000. Van Osdel & Bauman, architects; Lawrence & Hinchliff, masons; Boggs & Co., carpenters; Ill. Stone Dressing Co. cut stone.

DEARBORN FEMALE SEMINARY.—This seminary situated on Wabash avenue. It is now in progress of erection, and will be finished the ensuing season. It will have an Athens marble front, and will be an ornament to the city, both architecturally and intellectually. Its dimensions are 45 by 72, and four stories high. Cost \$20,000. Carter & Bauer, architects; H. B. & D. C. Weeks, masons; Wm. Goldie, carpenter.

RUSH MEDICAL COLLEGE.—This College has been entirely remodelled and enlarged. It is built of brick, and its dimensions are 45 by 56, three stories high. Cost \$11,000. O. H. Matz, architect; E. Mortimer, mason; Wolcott & Adams, carpenters; T. & A. Rubel, plumbers; Brown & Wilder, gas-fitters.

Two two-story frame buildings for school-houses and two of the public schools of the city. Cost, \$7,000. Van Osdel & Baumann, architects; Baker McEwen, carpenters.

The Jewish Synagogue, removed and remodelled at a cost of \$2,500. Van Osdel & Baumann, architects; Mayman & Sharp, carpenters.

Hotels, Boarding Houses, &c.

RICHMOND HOUSE.—This first class hotel will be finished in the spring. It is situated on the corner of Michigan avenue and South Water st. Its dimensions are 72 by 131 feet, 75 feet high—comprising 6 stories and cellars. It will have an Athens marble frontage of 243 feet, and be fitted throughout to equal the St. Nicholas Hotel in New York city. It is leased by JOHN LABEL, Esq., of Philadelphia, who is now preparing to furnish it. Cost \$72,000; Hon. THOMAS RICHMOND, owner. Olmsted & Nicholson, architects; Peterson & Co., masons; Ira Focht, carpenter; Illinois Stone Dressing Co., cut stone.

PLANTERS' HOUSE.—This hotel has been entirely rebuilt, remodelled and enlarged. It is five stories high, 60 by 100 feet, built of brick and faced with mastic. It is leased, and will be opened in the spring. Cost \$25,000; ISAAC SPEER, owner; W. W. Boyington, architect; Peter Button, mason; Hern & Mason, carpenters; — Van Doren, painter; Wilson & Hughes, plumbers.

STATION HOUSE HOTEL.—This hotel is situated on South Water street, close to the passenger depot of the Illinois Central Depot. It is built of Chicago pressed brick, is four stories high, and is 60 by 100 feet. Cost \$25,000. GAGE, BROTHER, & DRAKE, owners. [Unfortunately this hotel was destroyed by fire on the evening of the 4th inst, the fire having caught from the bursting of a stove pipe. It will however, be immediately rebuilt. It has been leased by Mr. PARKS, late of the De Soto House, Galena.] W. Boyington, architect; — Walter, mason; Thompson & Co., carpenters; Wilson & Hughes, plumbers.

SOUTHERN HOTEL.—This new hotel has been recently built on the corner of Twelfth and State streets. It is built of brick, and its dimensions are 50 by 100 feet, three stories high. Cost \$5,200; J. G. GAGE, proprietor; Olmsted & Nicholson, architects; N. E. Peterson, mason.

A four-story brick hotel, 40 by 70 feet, four-stories high, on the corner of West Randolph and Desplaines streets. Cost \$11,000; CHARLES BERDELL, proprietor; Carter & Bauer, architect; Walbaum & Deaklong, masons; McEwing & Easton, carpenters; M. & G. Greenbaum, plumbers; H. Lamperter, gas-fitter.

A seven-story Athens marble front hotel on West Lake street, 43 by 116 feet, for J. W. COCHRAN. Cost \$26,000; Van Osdel & Baumann, architects; Walbaum & Deaklong, masons; Boggs & Sons, carpenters.

A five-story brick building for a private hotel, 28 by 88 feet, on the corner of Madison street and Wabash avenue. The house is well fitted up interiorly and is kept by J. O. WHITCOMB. Cost \$14,000; HENRY KNIGHTS, proprietor; Van Osdel & Baumann, architects.

General Improvements.

Under this head we enumerate the principal Business Blocks, Buildings and Residences that have been erected in the several divisions of our city during 1855.

South Division.

BUSINESS BLOCKS AND BUILDINGS.

WHOLESALE BLOCK.—On the corner of South Water street and Wabash avenue, a large block has recently been finished. It is built of Chicago pressed brick, and consists of nine wholesale stores, the dimensions of which average 24 feet front by 140 feet deep, five stories high, with cellars. There are also four basement stores, each 40 by 40, with four cellars 20 by 40 feet each. This block of stores is one of the most complete in its architectural proportions, and convenient for wholesale purposes, that our city can boast of. M. LAFLIN, Esq. is proprietor of the four basement stores and cellars, with the five wholesale stores above; and I. N. ARNOLD, J. E. S. FULLER & Co., C. & W. PRICE, and Mrs. JOSEPH MATTESON, are the proprietors of the balance, (one store each.) Total cost, \$125,000; W. W. Boyington, architect; Ill. Stone Dressing Co., Stone Cutters; C. & W. Price, Mortimer & Loberg, masons; John Sollitt, Baker & McEwen, carpenters; Heath & Hurd, painters; Wilson & Hughes, plumbers.

WHOLESALE BLOCK.—On the northeast corner of South Water street and Michigan avenue, a splendid block of four wholesale stores with one store in basement, have been built of Milwaukee pressed brick. The corner store is 30 by 130 feet, the next 20 by 130, and the other two stores 25 by 130—the whole four stories high. Cost of the whole, \$80,000. Three of the stores are owned by MESSRS. REYNOLDS & ELY, and one by H. NEWHALL. This block has a very commanding appearance, and is most conveniently adapted and situated for wholesaling. W. W. Boyington, architect; P. F. Rofinot, stone cutter; Page & Warren, masons; Jacob Harris, carpenter; C. W. Hummer, painter; M. and J. Greenebaum, plumbers.

BUSINESS STORES.—Two handsome stores 50 by 84 feet, five stories high, of Chicago pressed brick. Cost \$17,500. JAMES WADSWORTH, proprietor. O. H. Matz, architect; Dietz & Price, masons; T. H. Soper, carpenter; Granger & Bros., iron fronts; Brooks & Onions, cast iron; T. A. Rubel, plumber.

WHOLESALE BLOCK.—Handsome block of four wholesale stores near Lake street bridge, on the river bank, with dockage. The stores are 80 feet front by 50 deep, five stories high, with cellar. The foundation of this block is built upon piles, and is well adapted both by position and strength, for wholesaling purposes. Cost \$20,000. Col. E. D. TAYLOR, proprietor. F. E. Kahle, architect; Moss & Bro., masons; J. Forrest, carpenter; Granger, Bros., castings; F.

Letz, wrought iron work; M. & J. Greenebaum, plumbers; Cushing, painter and glazier.

Two wholesale stores on South Water street, built of brick, 40 by 160 feet, five stories high. Cost \$24,000. J. H. DUNHAM, proprietor. Carter & Bauer, architects; Mortimer & Loberg, masons; Ewing & Easton, carpenters; H. Lamparter, gas fitter.

Warehouse, 40 by 120 feet. Cost \$2,500. Col. JAMES, proprietor. Carter & Bauer, architects.

A five-story brick building for wholesale stores on South Water street. Dimensions, 60 by 100 feet; cost, \$24,000; rents for \$9,000 per annum. STILES BERTON, proprietor. Van Osdel & Baumann, architects; C. & W. Price, masons; Wilcox & Ballard, carpenters; P. F. Rofinot, stone cutter; Thomson & Alston, glaziers and painters.

Norton's stone warehouse and elevator, on the corner of River and Dock streets, has been remodelled into appropriate wholesale stores. The dimensions of the whole building are 80 by 100 feet, four stories high, with basement. Cost \$10,000. H. NORTON & Co. proprietors. W. W. Boyington, architects; H. B. & C. D. Weeks, masons.

Ross & Foster's extensive Dry Goods store on Lake street, between LaSalle and Wells. It is 40 feet wide by 131 feet deep, five stories high in a height of 72 feet. The front is of Athens marble, cut to a very handsome design, said to be an improvement on a well known store on Broadway, in New York city. The interior arrangements are complete, and well-adapted to the purposes for which the building was erected. Cost of the whole \$50,000. Ross & Foster, proprietors. Olmsted and Nicholson, architects; Malcom & Co., masons; D. C. Skelly, cut stone; Derr & Lombard, carpenters; A. Grannis, interior carpenter; Fitzmorris & Donahue, plasterers; Thompson & Alston, painters and glaziers; R. McFarlane, plumbers and gas fitters.

Three-story brick building 20 by 100 feet, for stores, offices, &c., on the corner of Clark and Lake streets. Cost, \$8,000. COLBY & Co., proprietors. Van Osdel & Baumann, architects.

Two-story Athens marble building, 20 by 80 feet, on Clark street, between Lake and South Water streets. This building has a handsome appearance, and is surmounted by three lions' heads, carved in marble. Cost \$14,000. A. FRISBEE, proprietor. Burling & Baumann, architects; Heald & Waterhouse, masons; Wilcox & Ballard, carpenters; Wilson & Hughes, plumbers.

Four-story Athens marble front, brick [building 20 by 90 feet, for stores and offices, on LaSalle street. Cost \$10,000. THOS. HOXNE, proprietor. W. W. Boyington, architect; Illinois Stone Dressing Co., cut stone; Moss & Bro., masons; Boggs & Son, carpenters; Heath & Hurd, painters; M. & J. Greenebaum, plumbers.

A fine block is in process of erection on the

corner of State and Randolph streets, to be used as Parmalee's omnibus barn and Riding Gallery in the rear, and stores and offices in front. The block is built of Chicago pressed brick, and its dimensions are 125 by 150 feet, five stories high. The riding gallery and omnibus barn are finished, the roof of which has been erected by Stone, Boomer & Buntion, and is similar to that on the Illinois Central Railroad Passenger Depot. The whole block will be finished early in the spring. Cost \$50,000. F. PARMALÉE & Co., proprietors. W. W. Boyington, architect; C. & W. Price, masons; Wilcox & Ballard, carpenters; Barry & Cushing, painters; Wilson & Hughes, plumbers.

Five-story Athens marble building 40 by 90 feet, on Dearborn street, for stores and offices. Cost \$22,000. CYRUS BENTLEY and B. F. SHENMAN, proprietors. W. W. Boyington, architect, Illinois Stone Dressing Co., cut stone; Miller & Carter, masons; Healy & Gleason, carpenters; B. F. Robbins, painter; M. & J. Greenebaum, plumbers.

Five-story, Chicago pressed brick building, 40 feet by 80, for stores, &c., on Washington street, near Market. Cost, \$7,000. W. T. WOODSON and M. NUGENT, proprietors. W. Boyington, architect; W. H. Baldwin, mason; W. M. Loughlin, carpenter.

A five-story, (with cellars,) Athens marble building, 37 by 80 feet, on corner of Dearborn and Washington streets, for stores and offices, known as "McCarty's Building." Cost, \$22,000. P. MCCARTY, proprietor. Olmsted & Nicholson, architects; Illinois Stone Dressing Company, cut stone; Maleom & Co, masons; P. Healy, carpenter; Fitzmorris & Donahue, plasterers; J. Healy painter; Wilson & Hughes, plumbers; R. McFarlane, gas fitter.

Three-story frame building, on South Clark street, 50 by 109 ft., for stores, (not yet finished.) Cost, \$3,000. THOS. WEAN, proprietor. Olmsted & Nicholson, architects.

A two-story brick building, 60 by 74 feet, on South Clark street, for stores, &c. Cost, \$12,000—rents for \$4,000. C. H. HARRISON, proprietor. Van Osdel & Baumann, architects; Heald & Waterhouse, masons; Wilcox & Ballard, carpenters; Thompson & McFarlane, plumbers; Van der Root, painter.

A five-story brick building, on the corner of Harrison & Clark streets, 37 by 60 feet. Cost, \$13,000—rents for \$4,500. C. H. HARRISON, proprietor. Van Osdel & Baumann, architects; Heald & Waterhouse, masons; Wilcox & Ballard, carpenters; Thompson & McFarlane, plumbers; M. B. Vander Root, painter.

A superb five-story, Athens marble front building, 41 by 80 feet, on Dearborn street, close to the post-office. The main building is to be used for offices, but there are two basement stores. The front windows are of plate glass, ten feet in

height, and the main entrance is by a flight of broad open-work iron stairs. It is altogether one of the finest looking buildings in the city. Cost, \$24,000,—rents for \$10,500. Hons. GEO. MANIERRE and H. T. DICKEY, proprietors. Van Osdel & Baumann, architects; C. & W. Price, masons; Illinois Stone Dressing Company, cut stone; Wilcox & Ballard, carpenters; Granger, Bros., iron fronts; Barry & Cushing, painters.

A five-story brick building, 20 by 80 feet, on the corner of Dearborn and South Water streets, for stores. Cost, \$11,500,—rents for \$5,000. F. BINZ, proprietor. Van Osdel & Bauman, architects; C. & W. Price, masons; Wilcox & Ballard, carpenters; P. F. Rofinot, cut stone; Thomson & Alston, painters.

A five-story brick building, 43 by 70 feet, on Dearborn street, for wholesale stores. Cost, \$12,000,—rents for \$1,500. STILES BURTON, proprietor. Van Osdel & Baumann, architects; P. F. Rofinot, cut stone; C. & W. Price, masons; Wilcox & Ballard, carpenters; Thomson & Alston, painters.

A five-story brick building, 24 by 60 feet, on Franklin street, between Lake and Randolph streets, for furniture store. Cost, \$5,500. J. STREHL, owner. Van Osdel & Baumann, architects.

A handsome five-story brick building, 50 by 80 feet, with Athens marble front, plate glass and stone frame windows, on Lasalle street, between Lake and South Water streets. The Custom House has recently moved into this building. Cost, \$30,000,—rents for \$9,500. Messrs. STARKWEATHER & MCONEY, proprietors. Van Osdel and Baumann, architects; Page & Warren, masons; Illinois Stone Dressing Company, cut stone; Jacob Harris, carpenter; Wilson & Hughes, plumbers.

A five-story brick building, on Wells street, 52 by 70 feet. Cost, \$16,000,—rents for \$5,500. Messrs. HONORE & BRADLEY, owners. Van Osdel & Baumann, architects; P. Button, mason; D. F. Vaughn, carpenter.

A three-story brick building, on Wells street, 30 by 60 feet. Cost, \$5,000. Messrs. COLBY & Co., proprietors. Van Osdel & Baumann, architects.

A three story frame building, 40 by 60 feet, on State street. Cost \$4,000. JACOB HARRIS, proprietor; Van Osdel & Baumann, architects.

A four story brick building, 26 by 48 feet, on Franklin street, for stores, etc. Cost \$6,000. L. HOSS, proprietor. Carter & Bauer, architects; Dietz & Price, masons; J. Forrest, carpenter.

A five story Milwaukee brick building, 40 by 165 feet, on Randolph street, comprising two stores, with basement stores and cellars. Cost \$28,000. JNO. BURN & R. K. SWIFT, proprietors. Carter & Bauer, architects; Carter & Miller, masons; J. Gaston, carpenter; Brown & Wilder, Conly & Co., gas fitters.

Four story brick block, 40 by 72 feet, with mastic front, on Franklin street, between Lake and Randolph streets. Cost \$8,500. Dr. C. H. QUINLAN, owner. Carter & Bauer, architects; Heald & Waterhouse, masons; Derr & Lumbard, ear-penters; Brown & Wilder, gas fitters.

Four story brick building, 18 by 70 feet, on La Salle street, near Randolph. Cost \$4,000. J. M. REIS, owner. Carter & Bauer, architects; Mortimer & Loberg, masons; Ewing & Easton, carpenters; H. Lampert, gas fitters.

Four story brick building, 22 by 60 feet, corner of State and Van Buren streets, for retail store. Cost \$5,000. J. CAMPBELL, owner. Carter & Bauer, architects; W. Baker, mason; J. Campbell, carpenter.

Athens marble block, on Randolph street, corner of LaSalle, and opposite the Court House. This block is 80 feet front by 76 deep, and comprises four elegant stores, with cellars, and offices in the main building. It is just being finished, and presents a very marked contrast to the miserable rookeries that so long disgraced that portion of our city. Cost \$40,000. Messrs. JENN, WILSON, WEHLER and ROTH, proprietors. Carter & Bauer, architects; Walbaum & Deaklery, masons; Boggs & Son, T. Soper, carpenters.

Three story brick building, on Madison street, 28 by 80 feet. Cost \$5,000. S. MYER, proprietor. Carter & Bauer, architects; Lawrence & Hickliff, masons; Ewing & Easton, carpenters.

Two story frame building, for store, on Twelfth street. Cost \$3,000. E. HOPKINSON, proprietor. Carter & Bauer, architects.

Chicago Oil Manufactory, on the South Branch of Chicago River, built of brick, 40 by 100 feet, and two stories high. Cost \$5,000. Edward Havilland, architect.

RESIDENCES.

The "Bishop's Palace," as it is called, just finished, is perhaps the finest and most princely residence in our city. It is situated on the corner of Michigan avenue and Madison streets, and is built of Athens marble, beautifully carved. The building is four stories high, and its dimensions are 36 feet on Michigan avenue and 60 feet on Madison street. It has two fronts and two entrances, of a most spacious character. The windows are of plate glass, and the frames of cut marble. It is the residence of Rt. Rev. Dr. O'REGAN, of this city. Cost \$22,000. In architectural proportions it is not surpassed by any residence in the West. Van Osdel & Olmsted, architects; D. C. Skelly, cut stone; Carter & Miller, masons; Boggs & Donahoe, carpenters; Thompson & McFarlane, plumbers; Comly & Co. gas fitters; B. F. Chase, painter and glazier.

Athens marble dwelling on Michigan avenue, adjoining the "Bishop's Palace." 25 by 72 feet, 4 stories, with basement. This building is very commodiously arranged, and supplied with

every convenience that luxury or taste could desire. It is the residence of GEORGE STEEL, Esq., by whom it was built. Cost, \$12,000. Olmsted & Nicholson, architects; D. C. Skelly, cut stone; Thos. Wilson, mason and plasterer; Thos. Wilese, carpenter; Thomson & Alston, painters; P. McFarlane, plumber and gas fitters.

On the corner of Michigan avenue and Twelfth street, a splendid brick block of residences have been erected, faced with mastic. The dimensions are 125 feet front by 40 deep, 3 stories high, with basement. The cost of the whole is \$40,000. There are five residences in all, three of which are owned by S. R. SEXTON, Esq., and the other two by Hon. Thos. RICHMOND, and J. JOHNSTON, Esq. Olmsted & Nicholson, architects; Thos. Baldwin, mason; Ira Foot, carpenter; E. Hunt, plumber; Brown & Wilder, gas fitters.

On the corner of Wabash avenue and Harrison streets, a brick dwelling 24 by 38 feet, 2 stories high, and basement. It is the residence of I. N. BARKER, Esq., the owner. Cost, \$5,500. Olmsted & Nicholson, architects; Thos. Bishop, mason; E. Gleason, carpenter; R. McFarlane, plumber.

A four-story brick dwelling house on Wabash avenue, for C. PRICE, Esq., 28 by 42 feet. Cost, \$9,000. Van Osdel & Bauman, architects; C. & W. Price, masons; John Sollitt, carpenter; Wilson & Hughes, plumbers.

A four-story brick dwelling on Wabash avenue, 24 by 42 feet. Cost \$10,000. Van Osdel & Bauman, architects; Heald & Waterhouse, masons; S. Johnson, carpenter.

A five-story brick boarding house on Franklin street, 40 by 90 feet. Cost, \$15,000. JOHN SOLLITT owner. Van Osdel & Bauman, architects; C. & W. Price, masons; John Sollitt, carpenter.

A four-story brick dwelling house on Edina place, 38 by 50 feet, for A. B. CHANDLER. Cost, \$14,000. Van Osdel & Baumann, architects; C. & W. Price, masons; Jacob Harris, carpenter; Wilson & Hughes, plumbers.

Two four-story dwelling houses, 40 by 61 feet, on Wabash avenue. They are built of Athens marble, and are, when finished, to be occupied by L. P. WARNER, and R. TRIPP, the owner. Cost, \$16,000. Carter & Bauer, architects; Hardcastle & Cobb, masons; J. W. Watson, carpenter; Wilson & Hughes, and M. & J. Greenbaum, plumbers; Comly & Co., gas fitters.

Three four-story Athens marble residences on Washington street, near Wabash avenue. This is the commencement of a splendid block of residences, which is to extend to the corner of Wabash avenue. Cost, \$23,000. J. W. WAUGHOP owns two of these houses, and Mayor BOONE, one. Carter & Bauer, architects; Carter & Miller, masons; Saunders & Healy, carpenters; W.

& J. Greenbaum, plumbers; Brown & Wilder, gas fitters.

A two-story brick dwelling, 24 by 36 feet, on Buffalo street. P. WOLF, owner. Cost, \$4,500. Carter & Bauer, architects; J. M. Davis, carpenter.

An Athens marble dwelling house on Michigan avenue, for Wm. BLAIR. It is 3 stories high, and basement, and is 28 feet front by 64 deep. When furnished it will cost \$20,000. Carter & Bauer, architects; Harcastle & Cobb, masons; S. Johnson, carpenter.

Four dwellings on Michigan avenue, 24 by 66 feet each, for Dr. C. M. QUINLAN, J. QUINLAN, SCOTT & HASLETON. Cost \$2,000 each. Carter & Bauer, architects; Page & Warner, masons; J. M. Watson, carpenter.

A three-story Milwaukee brick residence, 26 by 58 feet, stone basement, for JOEL WALTER, Esq., on Wabash avenue. Cost, \$12,000. Otto H. Matz, architect; De Wolf & Co. cut stone; T. & A. Rubel, plumbers; C. H. Weeks, mason; T. Reynolds, carpenter.

A two-story frame dwelling house on Michigan avenue, 26 by 30 feet, for Col. R. B. MASON. Cost \$6,000. O. H. Matz, architect; B. Bailey, carpenter; Brown & Wilder, gas fitters; T. George & Co., furnaces; Wilson & Hughes, plumbers.

A two-story frame dwelling house on Indiana avenue, 30 by 60 feet, for Geo. HOUSTON, Esq. Cost \$2,500. O. H. Matz, architect; T. Robinson, carpenter.

A two-story frame boarding house, 35 by 80 feet, on the Lake Shore, for the Ill. Central Railroad Co. Cost \$4,600. O. H. Matz, architect; T. Robinson, carpenter.

A two-story frame cottage, 25 by 36 feet, near Cottage Grove, for P. CORNELL, Esq. Cost \$1,200. F. E. Kahle, architect.

A two-story frame dwelling, 40 by 80 feet, on the corner of Wabash avenue and Hubbard Court, for Mrs. HUBBARD. Cost \$7,000. Carter & Bauer, architect; Boggs & Smith, carpenter; Wilson & Hughes, plumbers; R. McFarlane, gas fitter.

A three-story brick residence, 28 by 64 feet on Monroe street, for C. P. ALBEE. Cost \$5,000. Carter & Bauer, architect; Heald & Waterhouse, masons; J. M. Watson, carpenter; M. & J. Grenebaum, plumbers.

A two-story frame residence, 38 by 60 feet, on Wabash avenue, for Mrs. ADAMS. Cost \$4,500. Carter & Bauer, architects; Page & Warner, masons; D. Goodwillie, carpenter.

A two-story frame cottage, 24 by 40 feet, on Edina place, for J. P. NICHOLS. Cost \$2,000. Carter & Bauer, architects.

A two-story frame cottage on Jackson street, for J. T. PIERSON. Cost \$3,000. Carter & Bauer, architects; Page & Warner, masons; Ballard & Wilcox, carpenters.

A two-story frame cottage, 32 by 60 feet, on Michigan avenue, for T. GRAY. Cost \$5,500. Carter & Bauer, architects; J. Campbell, carpenter.

A two-story (with basement) frame dwelling, 44 by 70 feet, on Adams street, for J. B. IHER. Cost \$6,000. Carter & Bauer, architects; J. M. Watson, carpenter.

A two-story frame dwelling house, 25 by 60 feet, on Wabash avenue, for W. CLINGMAN. Cost \$3,300. Carter & Bauer, architects; Ewing & Easton, carpenters.

A two-story frame residence, 36 by 70 feet, on Michigan avenue, for J. RUSSELL. Cost \$6,000. Carter & Bauer, architects; — Baldwin, mason; Morrisson & Bailey, carpenters.

A two-story frame building, 24 by 60 feet, on Michigan avenue, for L. TIFFANY. Cost \$2,500; Carter & Bauer, architects.

Two frame dwelling-house, 40 by 60 feet, on Peck Court, for B. LUMBARD. Cost \$3,500; Carter & Bauer, architects; W. Hughes, carpenter.

Two frame dwelling-houses, 44 by 70 feet, on Wabash avenue, for HOOKER & JONES. Cost \$6,000; Carter & Bauer, architects, Bailey & Morrison, carpenters.

Two frame dwelling-houses, 45 by 75 feet, on Wabash avenue, for R. S. KING. Cost \$3,500; Carter & Bauer, architects; Baker & McEwen, carpenters.

A two-story frame dwelling-house, 22 by 60 feet, on Van Buren street, for ISAAC SPEER, Esq., Cost \$4,000; Carter & Bauer, architects; Boggs & Sons, carpenters.

A two-story frame building for residence on Wabash avenue, 25 by 36 feet. Cost \$2,500; A. G. WILLARD, owner; Van Osdel & Baumann, architects; S. Johnson, carpenter.

A three-story frame building for residence of CYRENUS BEERS, on State street. Cost \$4,500; Van Osdel & Baumann, architects; H. Vreeland, carpenter.

A two-story brick dwelling-house on Rucker street, for P. BUTTON. Cost \$6,000; Van Osdel & Baumann, architects; P. Button, mason; S. Johnson, carpenter.

A three-story frame dwelling-house, 40 by 40, on State street, for A. B. HOWE. Cost \$3,000; W. W. Boyington, architect; Ballard & Wilcox, carpenters.

A three-story frame dwelling-house, 24 by 25 feet, on Adams street, for THOS. BASSETT. Cost \$3,000; W. W. Boyington, architect; Carter & Walter, masons; G. B. Davis, carpenter.

A two-story (and basement) frame dwelling house, 24 by 50 feet, on Wabash avenue, for G. ROSSETTER. Cost \$3,000; W. W. Boyington, architect.

A two-story (and basement) dwelling-house, 25 by 55 feet, on corner of Wabash avenue and Van Buren street, for Dr. F. SKAMON. Cost \$5,000; W. W. Boyington, architect; Dietz &

Price, masons; H. & C. W. Cowdery, carpenters; B. F. Robbins, painter; Wilson & Hughes, plumbers.

A Gothic Cottage on corner of Hubbard Court and Wabash avenue, for WM. BRACKET. Cost \$3,000; W. W. Boyington, architect; Miller & Carter, masons; Geo. B. Davis, carpenter.

A two-story frame building, 50 by 45 feet, for residences, on Hubbard Court, for S. P. SKINNER. Cost \$5,000; W. W. Boyington, architect; P. Button, mason; H. Vreeland, carpenter.

A three-story (and basement) brick dwelling house, 35 by 55 feet, on the corner of Eldridge Court and Wabash avenue for T. J. S. FLINT. Cost \$15,000; W. W. Boyington, architect; Ill. Stone Dressing Co., cut stone; Moss & Bro., masons; Heath & Hurd, painters; Wilson & Hughes, plumbers.

Athens Marble residence for J. L. CLARKE, 26 by 50 feet, on Michigan avenue. It is four stories high, with basement. Cost \$11,000; W. W. Boyington, architect; Ill. Stone Dressing Co., cut stone; C. W. Hambleton, mason; Hern & Mason, carpenters; Heath & Hurd, painters; T. & A. Rubel, plumbers.

A four-story brick and mastic block, 100 feet front by 45 feet deep on Buffalo street, comprising five dwellings. Cost \$20,000. S. H. McDEARMAN, owder. W. W. Boyington, architect; Gorcoran & Peterson, masons, S. H. McDearman, carpenter.

A two story frame dwelling house 24 by 50 feet on Michigan avenue, for CHARLES GRAY. Cost \$2,500. W. W. Boyington, architect; S. T. Culver, carpenter.

Remodelling N. B. JUDD's residence on Michigan avenue. Cost \$3,000. W. W. Boyington, architect; Derr & Lumbard contractors.

A two-story (and basement) dwelling, 30 by 50 feet, on Indiana avenue, for JASON GURLEY. Cost \$8,000. W. W. Boyington, architect; J. M. & E. Price, masons; M. Williams and Granais, carpenters; Heath & Hurd, painters; Wilson & Hughes, plumbers.

A two-story frame building, 30 by 36 feet, on Lake Shore, for THOS. WEBB. Cost \$2,000. Olmsted & Nicholson, architects; J. Hughes, carpenter.

A two-story frame dwelling house 36 by 42 feet, at Cottage Grove, for L. C. BRADLEY. Cost \$3,000—(not finished.) Olmsted & Nicholson, architects; P. Healy, carpenter; Fitzmorris & Donahue, plasterers; J. Healy, painter.

A two-story frame dwelling house 31 by 60 on Tyler street for J. JENKS. Cost \$6,000. Olmsted & Nicholson, architects; Cleveland & Russell, carpenters.

A two-story frame dwelling 37 by 36, on Lake Shore, 5 miles south, for HENRY KNIGHT. Cost \$3,000—(not finished.) Olmsted & Nicholson, architects.

A two-story frame dwelling house, 18 by 30 on

Washington street, for Col. R. K. SWIFT. Cost \$1,500. Olmsted & Nicholson, architects.

A two-story frame dwelling house, 18 by 27 on Washington street, for Col. R. K. SWIFT. Cost \$950. Olmsted & Nicholson, architects.

A cottage on Washington street, 16 by 29 feet for Col. R. K. SWIFT. Cost \$750. Olmsted & Nicholson, architects.

Block of two dwelling houses, on Michigan avenue, for Messrs. WALLACE & MAHER, three stories high, forty-five by fifty feet. Cost seven thousand dollars. Edward Havilland, architect.

Residence of Mr. BAILEY, built of brick, two stories high, thirty-six by forty-five feet, at Cottage Grove. Cost three thousand five hundred dollars. Edward Havilland, architect.

A frame building for L. D. Langley, two stories high, thirty-six by forty-eight feet, at Cottage Grove. Cost three thousand dollars. Havilland & Foster, architects.

A two story frame building for Mr. BACHELOR, thirty-five by forty-two feet, at Cottage Grove. Cost two thousand five hundred dollars. E. Havilland, architect.

Frame dwelling house on Washington street, for J. H. FERRY. Cost three thousand five hundred dollars. Wm. Goldie, carpenter.

Frame dwelling for E. O. SULLIVAN, on Market street. Cost eleven hundred dollars. Wm. Goldie, carpenter.

Frame dwelling for Geo. WEITH, on Buffalo street. Cost sixteen hundred dollars. Wm. Goldie, carpenter.

Frame dwelling on Twelfth street, for D. C. SKELLY. Cost thirteen hundred dollars. Wm. Goldie, carpenter.

North Division.

BUSINESS BLOCKS AND BUILDINGS.

JOHN S. WRIGHT'S NEW REAPER FACTORY.—This new factory is now in process of erection. It is situated on North avenue, and will cover an entire block. It consists of several buildings: a blacksmith shop, a foundry, storage room, stationary engine house, and a shop for setting up reapers. All these buildings are to be erected of stone, and the roofs covered with slate. The chimney is to be built of brick, 175 feet high, 16 feet at the base. The smoke flue is circular, and is surrounded by 8 triangular cold air flues, presenting the form of a star in a sectional view. The doors and windows in the buildings are neatly trimmed with stone dressings, giving a fine appearance to the structures. The roofs have no supports inside. Their construction is light and airy, yet strong enough to bear a great weight and pressure. The whole will be finished early this season. Cost fifty thousand dollars. Otto H. Matz, architect; Malcolm & Grant, masons.

Addition to LILL & DIVERSEY'S Brewery, 70 by 140 feet, twenty feet high, of brick. Cost five

thousand dollars. F. E. Kahle, architect; Jones & Cobb, masons.

A four story brick store on Dearborn street, 24 by fifty feet. Cost four thousand five hundred dollars. J. Apel, owner. Carter & Bauer, architects; S. Peterson, mason.

A two story frame building on Wells street, forty by sixty feet, for stores. Cost four thousand dollars. Carter & Bauer, architects; E. Ward, mason; J. Clark, carpenter.

A four story brick building, fifty by one hundred and sixty feet, on North Water street, for stores. B. ADAMS & Co., owners. Cost sixteen thousand dollars. Carter & Bauer, architects; Moss & Bro., masons; Bader & M'Ewen, carpenters; Brown & Wilder, gas fitters.

RESIDENCES.

Athens marble residence, twenty-five by fifty, on corner of Pine and Ontario streets, for N. D. CLAPP. Cost twelve thousand dollars. Carter & Bauer, architects; S. Walter, mason; Baker & M'Ewen, carpenters; Wilson & Hughes, plumbers; Brown & Wilder, gas-fitters.

A two-story brick cottage, twenty-five by fifty, on Chicago avenue, for — WALBAUM. Cost three thousand dollars. Carter & Bauer, architects; Walbaum & Deakling, masons.

A two-story brick residence, twenty-four by forty-eight, on Indiana street, for A. SCHEELB. Cost three thousand dollars. Carter & Bauer, architects; R. Bishop, mason; Chas. Kelly, carpenter; H. Lamporter, gas-fitter.

A block of two-story frame residences, eighty by forty-eight feet, on Wells street, for A. D. PONCELET. Cost six thousand dollars. Carter & Bauer, architects.

A two-story frame building, thirty by sixty feet, on corner of Pine and Superior streets, for residences. Cost thirty eight hundred dollars. E. S. WILLIAMS, owner. Carter & Bauer, architects; Brown & Green, masons; Brown & Wilder, gas-fitters.

A two-story frame cottage, twenty-two by forty-five feet, on Wolcott street, for P. MAHOX. Cost two thousand dollars. Carter & Bauer, architects.

A two-story frame block, of fifteen residences, three hundred feet front by thirty feet deep, on White street. Cost ten thousand dollars. J. FISHER, owner. Carter & Bauer, architect; P. Martin, mason; Gangler & Cronnoyer, carpenters.

A two-story frame building for residences, twenty-two by seventy feet. F. R. GRAND, owner. Carter & Bauer, architects; J. Apel, mason; H. Lamporter, gas-fitter.

A two-story frame dwelling house, twenty-two by fifty-five feet, on Indiana street, for J. C. NYMAN. Cost twenty-five hundred dollars. Olmstead & Nicholson, architects; J. Smith, carpenter.

A three-story brick residence, forty by forty-three feet, with stone basement, on Lasalle street, near Chicago avenue, for Moss & Brothman. Cost twelve thousand dollars. F. E. Kahle, architect; Moss & Bro., masons; Forrest, carpenter; Chase, painter; Wilson & Hughes, plumbers.

A two-story frame dwelling-house, twenty-five by sixty feet, on Lasalle street, near Chicago avenue, for Messrs. RAE & Bro. Cost two thousand dollars. (Not finished.) F. E. Kahle, architect; Hews, carpenter.

A frame and glass green-house and grapery, for E. M'CAGG. Its dimensions are 15 by 70 feet. Cost \$1,200. F. E. Kahle, architect; Baker & M'Ewen, carpenter.

A two-story frame dwelling house, 20 by 35 feet, on Indiana street, for S. HAGGARD. Cost \$1,500. F. E. Kahle, architect; W. A. Boyington, carpenter.

A two-story frame residence, 25 by 50, on Illinois street, for J. V. LEMOINE. Cost \$2,000. W. W. Boyington, architect.

A two-story frame dwelling house, 23 by 50, on Indiana street, for E. B. M'CAGG. Cost \$3,000. W. W. Boyington, architect; Baker & M'Ewing, carpenters.

A three-story brick residence, villa style, on Clark street, for Dr. CHAS. D. DYER. Cost \$15,000. Van Osdel & Bauman, architects; Malcolm & Grant, masons.

Brick Dwelling house, 40 by 42 feet on Illinois street for Mrs. BUTLER. Cost \$11,000. Burling & Bauman, architects; E. Price, mason; Wayman & Co., Carpenters.

A gothic cottage (frame) for L. D. HOARD, on Indiana street. Cost \$8,000. Van Osdel & Baumann, architects; E. Price, mason; H. Vreeland, carpenter; H. Lamporter, gas fitter.

A frame cottage on Wolcott street for Geo. A. ROBB. Cost \$4,000. Van Osdel & Baumann, architects; Wm. Sollett, carpenter; Wm. McGraw, plasterer.

A block of frame dwellings on Franklin street, 100 by 30 feet, for JOHN O'REILLY. Cost \$8,000. Van Osdel & Baumann, architects.

A frame cottage for A. J. BROWN, on Lasalle street. Cost \$2,000. Van Osdel & Baumann, architects.

A frame dwelling house for V. C. TURNER. Cost \$6,000. E. W. SMITH, architect.

A two-story frame building on the corner of Superior and Cass street, for Dr. SPENCER, 27 by 42 feet. Cost \$2,500. Edward Haviland, architect.

West Division.

BUSINESS BLOCKS AND BUILDINGS.

A four-story brick block for stores, offices, boarding-house and dwellings on west Lake Street. This block is 130 feet front by 80 feet deep. Cost \$20,000, rents for \$8,000. J. W. COENEN owner. Van Osdel & Bauman architects, T. Ripley, mason, Johnson & Richards,

carpenters, Thompson & McFarlane, plumbers.

A five-story brick block, 40 by 70 feet, comprising 2 stores, with cellars, on Canal Street, between Lake and Randolph street. P. CORNELL, owner. Cost, \$12,000. F. E. Kahle, architect, Moss & Bro., Masons, Boggs & Son, Carpenters.

Brick Block for stores on West Lake street, 40 by 75, three stories high, and cellars. F. PITT, owner. Cost, \$7,500. Olmsted & Nicholson, Architects, Cleveland & Russell, Carpenters.

Brick Block of four stories on West Randolph street, 80 by 40 feet, 3 stories high. Cost \$10,000. GREENBAUM & WARD, owners. Carter & Bauer, architects, J. Hurd, mason, Ewing & Easton, carpenters.

An addition (frame,) to Mason & McArthur's Iron Works on Canal street. Cost \$1,500. Wm. Goldie, carpenter.

The Agricultural Implement Factory of H. A. PITTS, corner of Jefferson and West Randolph streets, which was destroyed by fire, has been rebuilt. The main building is 35 by 150 feet, 4 stories high, with a wing 20 by 75 feet, 3 stories high. It is built of brick. Cost, \$25,000.

RESIDENCES.

A two story brick block for residences on Adams street, 64 by 32 feet for C. P. BRADLEY & Bro., Cost \$3,000. Carter & Bauer, architects, Walburn & Deaklong masons, J. Clark, carpenter.

A two story brick residence, 24 by 36, on Morgan street, for W. MORTIMER. Cost, \$3,000. Carter & Bauer, architects, W. Mortimer, mason.

A two story frame dwelling-house, 36 by 70 feet, for Wm. OSBORN, on Carpenter street. Cost, \$5,900. Carter & Bauer, architects, J. Ward, mason, Daniels & Smith, carpenters.

A two story frame block for dwelling houses, 36 by 70 feet, on Jackson street, for L. C. CUTLER. Cost, \$5,000. Carter & Bauer, architects.

A frame dwelling for N. P. IGLEHARY, on the corner of Jackson and Jefferson streets. Carter & Bauer, architects.

A two story and basement brick store and mastic dwelling house, 41 by 65 feet corner of Washington street and Union Park, for S. S. HAYES. Cost \$15,000. (Not finished.) Olmsted & Nicholson, architects, E. Cotter, mason, N. Healey, carpenter, Cole & Conway, cut stone, J. Healy, painter, M. & J. Greenbaum, plumbers, R. McFarlane, gas fitter.

A two story frame dwelling house with cellar, 25 by 40 feet, on corner of Green and Madison streets, for R. STEWART. Cost, three thousand dollars. Olmsted & Nicholson, architects, T. Wilce, carpenter, J. Ward, Plasterer.

A two story frame dwelling house, 22 by 36 feet, on Washington street, for F. RICHARDS. Cost, fifteen hundred dollars. Olmsted & Nicholson, architects. E. Grannis, carpenter.

A two story frame dwelling house, 24 by 50

feet, on west Lake street, for J. S. McKnight. Cost, two thousand dollars. W. W. Boyington, architect, Wm. Marshal, contractor.

A two story frame dwelling house, 30 by 60 feet, on west Washington street, for G. R. ROBERTS. Cost 4,000. W. W. Boyington, architect, Ewing & Easton, carpenters.

A two story frame dwelling house, 35 by 60 feet, for G. HINNON, on Madison street. Cost, \$3,500. W. W. Boyington, architect, Thompson & Co., carpenters.

A two story frame dwelling-house, 44 by 50 feet, on west Randolph street, for C. W. WEEKS. Cost, 4,500. O. H. Matz, architect.

A two story frame dwelling-house, 30 by 50 feet, on Fulton street, for C. LEAVERS. Cost, \$2,000. O. H. Matz, architect, A. Swinder, carpenter.

A two story brick dwelling-house on Monroe street, for HEALD & WATERHOUSE. Cost, \$3,000. Van Osdel & Baumann, architects, Heald & Waterhouse, masons, — Cowdery, carpenter.

Three 2 story brick dwelling-houses, 60 by 40 feet, on Washington street, for S. JOHNSON. Cost \$10,000. Van Osdel & Bauman, architects, S. Johnson, carpenter.

A two story brick dwelling-house on Des Plaines street, for G. M. PENNY. Cost, \$7,000. Van Osdel & Bauman, architects, Heald and Waterhouse, masons, — Cowdery, carpenter.

A two story frame cottage on Jackson street, for D. BREWSTER. Cost, \$2,500. Van Osdel & Baumann, architects.

A two-story brick residence on Union Park, for F. B. BRYAN. Cost, \$7,000. Van Osdel & Baumann, architect; Lawrence & Hinckliiff, masons; W. Marshall, carpenter.

A three-story frame boarding house on Fulton street, for JOSEPH WILSON. Cost, \$4,000. Van Osdel & Baumann, architects; W. Marshall, carpenter.

A three-story brick dwelling house on Rucker street, for A. B. COOK. Cost, \$6,000. Van Osdel & Bauman, architects; Heald & Waterhouse, masons; Haywood & Ross, carpenters.

A two-story brick dwelling house for Mr. SIRRAM, 20 by forty feet, and a similar one for Mr. WALLER, on Milwaukee avenue. Cost of both, \$6,000. Van Osdel & Baumann, architects; M. Easterbrook, mason.

A six-story brick boarding house on Clinton street, for J. W. COCHRANE, 25 by 52 feet. Cost \$5,500. Van Osdel & Baumann, architects; Thos. Ripley, mason; Johnson & Richards, carpenters.

A two-story frame boarding house, for P. MULVENEY, 24 by 40 feet. Cost, \$2,000. Van Osdel & Baumann, architects; — Gaudwell, carpenter.

A two-story frame dwelling house for M. SHIRRA, on West Lake street. Cost, \$1,800. Wm. Goldie, carpenter.

Frame dwelling house on Canal street, for E. MONDSON. Cost, \$2,500. Wm. Goldie, carpenter.

A two-story frame dwelling on Sangamon street, for CYRUS BENTLEY. Cost, \$1,900. Wm. Goldie, carpenter.

Recapitulation.

The following table presents the value of the city improvements, as far as furnished us by architects and others, during the past year. A large number of factories, public works, and small dwellings have, however, been erected, of which we have been unable to receive the figures. Of these a moderate estimate will be found in our recapitulation:

COST OF CITY IMPROVEMENTS DURING 1855.

	Business Blocks.	Residents.	Total.
South Division.....	\$1,298,800	\$445,800	\$1,744,600
North ".....	224,500	121,000	345,500
West ".....	86,000	140,500	226,500
Halls, &c., in different parts of the city.....			225,100
Churches, Seminaries, Academies, &c.,.....			144,000
Improvements by Water Works, Gas Works, &c.			50,000
1,000 buildings in various parts of the city not reported—av. rating \$900 each (estimated).....			900,000
Public Improvements by City Superintendent.....			156,854

Total cost of improvements in 1855.....\$3,735,254
Cost of city improvements in 1854.....2,434,910

Increase over improvements of 1854.....\$1,296,344

Outside Improvements.

By MESSRS. VAN OSDELL & BAUMANN, ARCHITECTS.—Hotel at Princeton, \$20,000.

Grundy County Court House, Morris, \$20,000.

Collegiate Institute at Marengo, \$20,000.

Catholic Church at Bridgeport, \$16,000.

Three dwelling houses at Dubuque, \$32,000.

Odd Fellows Hall, \$34,000.

Episcopal church at Dixon, \$4,000.

North-western University and two dwelling houses at Evansville, \$11,000.

Court House at Laporte, \$20,000.

Bank and residence at Lafayette, \$35,000.

Baptist church and residences at Bristol, \$6,000.

Hotel at Joliet, \$15,000.

McHenry County Court House, Woodstock, \$26,000.

By OTTO H. MATZ, ARCHITECT.—Court House and Jail at Bourbonnais, built of stone, \$21,000.

Presbyterian church at Decatur, gothic style, \$9,500.

Country seat at Geneva lake, \$6,500.

Warehouse for city of Galena, built of brick, \$13,500.

Dwelling house for CHAS. TUTTLE, at Decatur, frame, \$2,500.

Storehouse for W. Martin, Decatur, brick, \$16,000.

By OLMSTED & NICHOLSON, ARCHITECTS.—At Kankakee, Ill., a stone church, 60 by 115 feet, for the French Catholics. Cost, \$50,000. (Not finished.)

Female Academy at Galena, Ill., 61 by 178 feet, to be built of brick. Cost \$35,000. (Not finished.)

Dwelling house at Decatur, for H. PRATHER. Cost, \$7,000.

Stone building for stores at Oswego, Ill., for L. D. JUDSON. Cost, \$9,000.

Brick dwelling house at Princeton, Ill., for THOS. STEVENS. Cost, \$10,000.

Bank at Burlington, Iowa, for GREEN, THOMAS & Co; built of brick. Cost, \$20,000.

Brick dwelling house, for Dr. J. F. TALLANT, at Burlington, Iowa. Cost, \$5,000.

Frame dwelling house at Charleston, Ill., for C. O. HOWE. Cost, \$2,500.

Frame dwelling house at Port Clinton, for Dr. DYER. Cost, \$3,500.

By E. WILLARD SMITH, ARCHITECT.—Large brick hotel, at Rockford. Cost, \$40,000.

Court House at Belvidere, of brick. Cost, \$12,000.

Improvements Contracted For.

By OLMSTED & NICHOLSON, ARCHITECTS.—Hotel to be built on South Water street (commenced) of Athens Marble, for C. B. PHILLIPS, 48 by 100 feet. Cost \$30,000.

Athens Marble residence for Dr. NEWKIRK, in North Chicago. Cost \$8,000.

Brick residence for I. Cook in South Chicago. Cost \$10,000.

Brick block of dwelling houses for J. JOHNSTON & Co., in South Chicago. Cost \$25,000.

Frame Dwelling for B. RUSSELL in West Chicago. Cost \$2,000.

Frame dwelling-house in North Chicago for J. V. CLARKE. Cost \$4,500.

Block of stores to be built of stone in Brooklyn, N. Y., for J. PATTY—to cost \$30,000.

Block of stores to be built of stone in Buffalo, N. Y., for WALTER WREN, to cost \$30,000.

Brick Court House for Carroll County, Ill., to cost \$20,000.

Hotel (brick) at Kishwaukee, Ill., to cost \$30,000.

Brick and stone residence at Ottawa, Ill., for Wm. REDDICK, to cost \$25,000.

Brick residence at Kenosha, Wis., for THOS. WEBB, to cost \$8,000.

Stone residence at Logansport, Ind., for S. B. KENDRICK, to cost \$20,000.

Stone dwelling-house at Madison, Wis., for JULIUS WHITE, to cost \$6,000.

Frame dwelling at Chittenden, Ill., for J. DIX, to cost \$2,500.

By VAN OSDEL & BAUMANN, ARCHITECTS.—Splendid iron-front block of stores, corner of South Water and Wells streets, for ALLEN ROBBINS, to cost \$80,000. Dimensions 150 feet, on Wells street, and 80 feet on South Water street.

Addition to Briggs House of 60 by 80 feet on Wells street, to cost \$20,000.

School House in North Chicago, to cost \$25,000.

Hotel on North Madison street, for E. W. Her-
rick, 78 by 97, to cost \$45,000.

Hamilton House of brick, on the old ground,
for Col. HAMILTON, to cost \$90,000.

Two stores on Lake street, east of State, 229
by 140 feet, for COLLINS & TUTHILL KING, to cost
\$30,000.

Also, on the opposite side of the street, four
stores, for C. & W. PRICE, GILMAN and WHARP,
229 by 169 feet, to cost \$70,000. These four
stores will have ornamented iron fronts, and it
is expected that eight more stores of the same
kind will be ordered in the two blocks mention-
ed seven on each side of the street.

By CARTER & BAUER, ARCHITECTS.—A block of
three stores on Lake street, between Clark and
Dearborn streets, with Athens marble fronts, to
cost \$64,000. N. & E. WRIGHT and W. H. MAGIE,
owners.

A block of three wholesale brick stores, on
South Water street, for J. H. DUNHAM and Col.
E. D. TAYLOR. Dimensions, 81 by 95 feet, five
stories high.

A block of two five-story Athens marble front
dwellings houses, 20 by 65 feet each, on Wabash
avenue, for J. H. KEDZIE.

A three-story Athens marble front residence,
37 by 104 feet, on Michigan avenue, for W. H.
BROWN.

A four-story Athens marble residence, on
Wabash avenue, for Mr. CHAMBERLAIN.

A four-story dwelling house, 22 by 40 feet, on
Monroe street, for Dr. RITCHIE.

A three-story brick dwelling house, on Wabash
avenue, 30 by 80 feet, for E. H. HADDUCK. Cost,
\$18,000.

Two marble-front residences, on Washington
street, each 26 by 44 feet, for J. W. WAUGHOR.

A two-story brick dwelling, on Michigan
avenue, 28 by 70 feet, for CHAS. BROWN.

Two five-story brick stores, on Randolph street,
40 by 170 feet, for GREENBAUM & GRAY.

Two four-story brick stores, on West Ran-
dolph street, each 22 by 68 feet, for W. H.
MAGIE.

Three five-story brick stores, on State street,
between Lake and South Water street, 20 by 80
feet each, for E. H. HADDUCK and Dr. SAWYER.

By F. E. KAHLE, ARCHITECT.—A five-story brick
and stone block of wholesale stores, on the cor-
ner of LaSalle and South Water streets, on the
river bank, for GEO. STEEL. The Board of Trade
will probably have rooms in this building.
Dimensions, 80 by 50 feet. Cost, \$20,000.

A block of wholesale stores, on the corner of
Franklin and South Water street, on the river
bank, 125 by 50 feet, for Col. E. D. TAYLOR.
Cost, \$25,000.

Wholesale store, on South Water street, be-
tween Franklin and Market streets, for S. S.
HAYES. Cost, \$7,000.

By BURLING & BACKUS, ARCHITECTS.—A

church edifice, in early English pointed style, for
the St. James P. E. congregation, to be erected
on Cass street, corner of Huron, consisting of
audience room, chancel, vestry room, tower and
spire, and side porch. The audience room is
ninety-two feet long by sixty-one feet wide, fin-
ished with an open timber roof. Height of tower
and spire, two hundred and fifteen feet. The
walls, including spire, to be of Athens marble
rubble work. Estimated cost, sixty thousand
dollars.

A house for GEO. F. RUMSEY, Esq., to be built
on the corner of Huron and Rush streets, to be
three stories high, with tower, in Italian style.
Walls to be of brick, with cut stone trimmings.
Size 49 by 60 feet. Cost \$23,000.

A house for E. K. ROGERS, Esq., corner of Rush
and Indiana streets, with Athens front, four sto-
ries high, 26 feet wide by 60 feet deep, and cost-
ing \$18,000.

A house in Norman style, with tower, etc., for
MAHLON D. OGDEN, Esq., to be erected opposite
Washington square, between Dearborn and Clark
streets. Walls to be brick, with stone trimmings.
Size 56 by 63 feet. Cost \$25,000.

A house for A. FRISBEE, Esq., corner Twelfth
street and Wabash avenue, of brick, four stories
high. Size 35 by 70 feet. Cost \$16,000.

Two brick houses, to be erected on the corner
of Ohio and Pine streets, for MESSRS. HEMPSTEAD
and BRADLEY. Size 25 by 50 feet. Cost \$6,000
each.

A block of fourteen houses of different widths,
63 feet deep, with Athens marble fronts, to be
erected on Ontario street, east of Sand street,
for W. B. OGDEN, Esq. Estimated cost of whole,
\$150,000.

A house for STEPHEN CLARY, Esq., to be erec-
ted on Indiana street, between Rush and Pine
streets, to be of wood. Size 23 by 50 feet. Cost
\$4,000.

A house for A. WIGGINS, Esq., on LaSalle st.,
near Division street, of wood, two stories high,
25 feet front, and costing \$4,500.

A block of six houses for MESSRS. WOODBRIDGE
& BLANEY, corner Indiana and Rush streets, of
wood. 16 feet front, three stories high, and
costing \$1,800 each.

A block of nine frame houses on Wabash ave-
nue, for J. D. SHERMAN, Esq., to be 18 feet front,
three stories high, and costing \$1,800 each.

Two brick stores for M. TIERNEN, Esq., on Wa-
ter street, between Wells and Franklin, to be five
stories high, and costing \$10,000 each.

Five stores on LaSalle street, between Lake
and Randolph, for MESSRS. RUMSEY, LETZ &
STRAUSEL, of brick, 20 by 72 feet, five stories high,
and costing \$11,000 each.

Drawings have also been prepared for a con-
siderable amount of country work, among which
are the following:

A hotel at Bloomington, 107 by 110 feet, five
stories high above the basement, of brick.

A hotel of similar character, 80 by 120 feet, at
Janesville, Wis.

A seminary at Aurora, Ill., of stone four sto-
ries high, with basement. Size 67 by 111 feet.



FOURTH

ANNUAL REVIEW.

THE RAILROADS.

THE RAILROADS CENTERING AT CHICAGO.

Early in the year 1853 we published an article on the railroad system which has Chicago for its centre, and in January, 1854, we issued a more extended and elaborate statement of what had been accomplished in two short years. So important and astounding were the facts there presented, that they attracted general attention both in this country and in Europe, to that vast and fertile portion of our country, known as the Northwest. Its extent and exhaustless agricultural and mineral resources, and the rapidity with which fortunes were there made, were themes of frequent and earnest discussion among all who had the intelligence and the enterprise to seek to better their condition by emigration to this land of promise. For such discussions, the figures which we have presented in our annual reviews of the commerce of Chicago, of her manufactures and improvements, have furnished most valuable additional material. The consequence has been, a larger immigration of an intelligent, vigorous and enterprising population, and a development of the resources of the Northwest more rapid and astonishing than anything of the kind that has ever before been witnessed within the same period in the history of our race.

For the last two years the readers of the Press have been kept constantly advised of the progress of our different lines of railroad. Now that the State has been checkered with a complete net-work of iron rails, it is proper that we should give a summation of the series, that our readers may see at a glance with how much ability and success our great public improvements have been conducted. We shall also glance briefly at the extension and connecting lines which remain to be completed, that the

citizens of Chicago and surrounding country may have a clear idea of the work to be accomplished within the next three or five, certainly within ten years. In addition to the statistics previously presented, we are able to furnish an accurate statement of the earnings for the past year of nearly all our railroads, which corroborate the important fact, already well understood, that owing to the cheapness with which they can be built, Western railroads are, and *are to be* the best paying roads in the country. We give also the names and the residences of the different officers, that those at a distance may know to whom to direct their correspondence. Where the residence is not stated, it may be taken for granted that they live in Chicago. We shall give also the branch roads and extensions, present and prospective, of each line in connection with it, and at the close of the Chicago system notice briefly the other railroads of the State.

Pursuing the order heretofore adopted, we shall commence with the railroads entering the city from the north, and taking the others in their order, sweep around to those coming in from the east. Our arrangement requires us to commence with the

Chicago and Milwaukee Railroad.

HON. WALTER S. GURNEE, *President.*

M. D. OGDEN, *Vice-President.*

H. A. TUCKER, *Treasurer.*

A. S. DOWNS, *Secretary.*

W. S. JOHNSON, *Superintendent.*

This road, as its name implies, connects Chicago with Milwaukee, running near or on the lake shore the entire distance. Its length has heretofore been given as 90 miles, but we perceive from the time-table now before us that it is only 85. It runs through the flourishing cities of Waukegan, Kenosha and Racine, and villages are springing up rapidly all along its line. As

the lake shore furnishes the most desirable locations for suburban residences, its passenger traffic must ere long be immense. Between this city and Waukegan—40 miles—we have Chittenden, Evanston, Wymetka, Glencoe, Highland Park and Rockland, all of them points where our wealthy citizens, as well as our artisans and mechanics, have secured sites for future homes, and indeed many of them are already occupied. The literary institutions of the Methodist Episcopal Church of the Northwest are located at Evanston, and the town is progressing with wonderful rapidity. It already furnishes a large business for the road.

As the road has been but recently completed, we are not furnished with the figures of its business for the past year. It was opened to Waukegan Jan. 1st, 1855, and to Milwaukee the 21st of May last, but it was not fully equipped for passenger traffic till October, and a freight train was not put on till December. One freight and three passenger trains now leave the city daily, and the business of the road is constantly and rapidly increasing. It is sure to prove a very productive road to its stockholders.

We might notice several roads leading out of Milwaukee as branches of this. They will bring it a large passenger and no inconsiderable freight traffic from northeastern Wisconsin, for so long as no means can be devised to bridge Lake Michigan, the eastern travel, and for nearly half the year the trade also from that section of the State will be forced to come through Chicago. By this road, the Lacrosse from Milwaukee, and that portion of the Chicago, St. Paul and Fond du Lac Road that is finished south of Fond du Lac, we are already in direct railroad communication with that city. Out of deference, however, to our neighbors down the lake, we will not trace the extensions of this line beyond Milwaukee.

The first connecting road with the Chicago and Milwaukee north of the city is the

Kenosha and Beloit Railroad.

SAMUEL HILL, Kenosha, *President*.

W. H. NOBLE, " *Chief Engineer*.

We are not informed of the precise present position of this road. We learn, however, that the contractors are at work, as fast as means and circumstances will permit. Arrangements have recently been made with the Chicago, St. Paul and Fond du Lac road to run from Sharon, Walworth County, Wis., 17 miles, to Janesville on that track. The distance from Kenosha to Sharon is about 45. The next road in order is the

Racine and Mississippi Railroad.

H. S. DURAND, Racine, *President*.

The managers of this road are pushing it forward with becoming energy. It will probably rest at Beloit for a few months, but it is intended ultimately to run it through Southern

Wisconsin to the Mississippi. The road was opened a few days since to Delavan, 46 miles west of Racine, and is now in successful operation. Two passenger trains are running daily each way. It will doubtless be completed to Beloit, 24 miles further, early in the summer. It is located through a fine and very productive country and will be an important feeder to the Chicago and Milwaukee road. The next trunk line is the

Chicago, St. Paul and Fond du Lac Railroad.

HON. WM. B. OGDEN, *President*.

CHAS. BUTLER, New York, *Treasurer*.

S. F. JOHNSON, *Chief Engineer and Superintendent*.

This road was formerly called the Illinois and Wisconsin Railroad. The present name is more expressive of the termini which it seeks, though if Lake Superior had been substituted for Fond du Lac it would doubtless have been more accurate. For a part of the time during the last two years it has suffered very much from pecuniary embarrassment, but when once completed to Janesville it can scarcely be doubted that it will pay handsomely. It is now in the hands of able and energetic men and its affairs are placed upon a substantial basis. Those who have it in charge possess both the will and the resources to push it forward to completion to Fond du Lac as fast as it can be done with a due regard to economy, and to Lake Superior and St. Paul as fast as the wants of country shall require.

The following statement shows the earnings of the road for the year 1855:

	Passengers.	Freight.
January.....	\$956.47	\$587.51
February.....	388.80	155.75
March.....	1,783.85	2,712.23
April.....	2,100.34	2,157.03
May.....	2,553.35	2,996.05
June.....	1,590.47	5,579.99
July.....	1,543.23	2,254.13
August.....	2,303.85	5,490.75
September.....	2,821.87	8,584.94
October.....	3,500.85	7,738.63
November.....	3,008.71	5,685.82
December.....	3,006.71	3,900.57
	\$25,507.38	\$47,721.41
Total.....		\$73,528.79

The above exhibit does not include the earnings of that portion of the road between Fond du Lac and Waupun, which was operated until January 1st, 1856, by the contractors.

The southern portion of the road was in operation from Chicago to Barrington, 32 miles, from January 1st, 1855, to March 1st; to Cary, 38 miles, from March 1st to January 23d. From this time till July 11th trains were discontinued, to allow time for change of gauge, when the road was opened to Woodstock, 52 miles northwest from Chicago.

The road is also completed from Fond du Lac south to the junction of the Milwaukee and Lacrosse road 30 miles, and as before stated, with that road and the Chicago and Milwaukee, gives us a direct railroad connection with Fond du Lac.

The road is all graded from Woodstock to Janesville, and will be completed to that city about the first of July. From Chicago to Janesville it is so nearly an air line that it varies but a few feet from it.

Two passenger and a freight train leave Chicago daily, or will do so as soon as the weather moderates. The road has hitherto carried the mail without charge. The total number of miles now completed and in operation is 82, leaving 96 to be finished to complete it to Fond du Lac, 38 of which, from Woodstock to Janesville, are already graded.

The first extension which we notice to this road, is to run from Fond du Lac to Lake Superior, and will probably terminate at Ontonagon, with a branch to Carp River, the centre of the iron district. That is the point to which all eyes are directed. We will call it the

Fond du Lac and Lake Superior Railroad.

The length of the road would be about 250 miles. It will run through an extensive and very valuable lumber region, and open up the rich copper and iron mines of Lake Superior to eastern and northern traffic the year round. There can be but little question that if economically built and managed, such a road would pay a handsome dividend to the stockholders as soon as completed.

That part of the line of the Chicago, St. Paul, and Fond du Lac Railroad which will extend from Janesville to St. Paul, Minnesota, for the sake of being definite, we will call the

St. Paul Branch

The length of the road will be about 230 miles. It will run most of the way through a fine country which is settling very rapidly with a hardy, enterprising population, who will very soon require railroad facilities. The territory of Minnesota is also filling up with astonishing rapidity, and will furnish an immense through business for the road.

The remaining branches or extensions which we shall describe, as connecting with this road, will also be reached by the branches of the Galena road, and might be given in connection with it, as they will be tapped by the Fox River Valley, Wisconsin Central, and Beloit and Madison railroads; but we will notice them now while our attention is directed to the Northwest. The first in order is the western division of the

Milwaukee and La Crosse Railroad.

The western end of this road, which may be properly claimed as a part of the Chicago system, will extend from Portage to La Crosse, distance about 150 miles. La Crosse is 90 miles above Prairie du Chien. It is the centre of a very fine agricultural region, whose resources are being rapidly developed by a very enterprising population, mostly from the Eastern States.

The next connecting line in order is the western division of the

Milwaukee and Mississippi Railroad.

This division extends from Madison, the capital of Wisconsin, to Prairie du Chien, 90 miles above Galena. The distance from Madison to Prairie du Chien is 96 miles. Contractors are at work west of Madison, and it is expected that the road will be opened to Arena, 36 miles on the Wisconsin River, early during the coming summer. It will probably be completed to Prairie du Chien within a year or eighteen months. The trade from northern Iowa, a very fertile region, and one which is settling very rapidly, would seek an outlet over this road. We return to the city, and notice as the third main trunk line, the

Galena and Chicago Union Railroad.

JOHN B. TURNER, *President and Sup't.*

P. A. HALL, *Assistant Superintendent.*

WM. M. LARABEE, *Secretary.*

H. TUCKER, *Treasurer.*

JOHN P. LEXLEY, *Chief Engineer.*

This may be said to be the parent of our great railroad system. To its officers, who have managed its affairs with so much energy and prudence, are the people of the State mainly indebted for the astonishing progress that has been made for the last three years. The Galena road first demonstrated that owing to the cheapness with which railroads could be built over our beautiful prairies, and the further fact that the resources of the country would at once furnish them with an immense business, railroads in Illinois would pay a large profit to the stockholders, and hence Eastern capitalists were willing to invest their means in these public improvements.

It was originally intended that the road should be built to Galena, but arrangements have been made to run their cars west of Freeport on the Illinois Central Road, and therefore it terminates at Freeport. The distance from Chicago to Freeport is 121 miles. It runs through an excellent country, and has along its line several flourishing cities and towns, which contribute largely to its business and that of this city. How extensive and profitable that business has been is shown by the fact, that in the New York market, Galena has for some time been the leading railroad stock.

The following table shows the receipts of this road for the year ending Dec. 31st, 1855:

	Passengers.	Freight.	Mails, &c.	Total.
January.....	\$98 378.76	\$56,797.76	\$1,190.87	\$96,367.39
February....	28,284.30	44,444.45	1,153.63	73,882.38
March.....	55,815.56	68,336.94	3,747.36	127,899.06
April.....	85,354.04	67,870.77	1,638.26	174,963.07
May.....	92,913.55	119,135.95	2,036.70	214,106.20
June.....	76,053.75	144,887.84	1,612.30	222,553.89
July.....	62,606.67	121,358.52	1,943.23	185,908.42
August.....	63,498.67	142,806.75	2,673.51	210,978.93
September..	82,784.55	176,106.36	2,429.12	261,320.03
October.....	119,562.76	200,652.43	2,754.28	323,970.42
November..	83,534.97	151,299.64	2,597.40	237,432.01
Dec., (est.)..	55,602.72	87,169.78	2,666.08	145,368.57
Total.....	\$844,421.50	\$1,401,294.19	\$26,895.09	\$2,272,610.78

The above table includes the earnings of the

Galena Air Line, hereafter to be noticed. On these roads there are four passenger and six freight trains leaving the city daily.

The first branch of the Galena road west of the city is the

Fox River Valley Railroad.

B. W. RAYMOND, *President.*

A. J. WALDRON, Elgin, *Secretary.*

M. TOWN, Elgin, *Treasurer.*

M. SMITH, Elgin, *Chief Engineer.*

This road runs from Elgin up the valley of the Fox River, and is to connect at the State line with the Wisconsin Central Railroad. It is completed and in operation to Richmond, thirty-two miles. It runs through a very beautiful and productive country, and must do a large business. As an extension of this road we notice the

Wisconsin Central Railroad.

LE GRAND ROCKWELL, Elkhorn, *President.*

EDWARD HODGES, Elkhorn, *Secretary.*

M. SMITH, Elgin, Ill., *Chief Engineer.*

The grading of this road is finished from Richmond, the junction with the Fox River Valley road, to Geneva, ten miles, and the cars would have been running to that point had not the depth of the snows and the severity of the winter prevented. The grading is also in a forward state 22 miles beyond Geneva to Whitewater, and the road will be finished early in the coming summer. It is to run through the heart of Wisconsin, and will be in all respects a highly important road both to that State and to this city. The length of the road to Stevens' Point will be about 150 miles.

Next we notice the

Beloit Branch of the Galena Railroad.

This road leaves the main line at Belvidere, 80 miles west of Chicago, and runs 20 miles to Beloit, Wisconsin. It has been in operation about two years. As an extension of this road we notice the

Beloit and Madison Railroad.

HON. L. J. FARWELL, Madison, Wis., *President.*

W. A. ERNST, Madison, *Secretary.*

S. MILLS, Madison, *Treasurer.*

WM. M. LARABEE, *Assistant Secretary.*

J. P. HUBLEY, *Chief Engineer.*

The distance from Beloit to Madison is 47 miles, of which 17 from Beloit to Footville are completed and in operation. It is expected that the whole line will be finished to Madison during the present year. As previously stated, this line, and also the Wisconsin Central, will connect at Madison and other points with all the roads running northwest through Wisconsin to the Mississippi and to Minnesota, and those running north to Lake Superior.

There is a railroad in process of construction from Mineral Point, Wis., to connect with the Illinois Central and the main line of the Galena; but we are not posted as to its present position

and prospects. We notice also, as an extension of the Illinois Central and main line of the Galena road, the

Prairie du Chien and Lacrosse Railroad.

S. D. HASTINGS, Lacrosse, *Secretary.*

J. M. LEVY, Lacrosse, *Treasurer.*

Surveys are being made on the line of this road down the east bank of the Mississippi, from Lacrosse south to Prairie du Chien, and it is intended to extend it down that bank to Dunleith, about 150 miles, and connect there with the Illinois Central road. The route is, without doubt, favorable for the road, and its projectors think by the time it can be completed it will secure a good business.

We notice also in this connection the

Dubuque and Pella Railroad.

Col. R. B. MASON of this city, has the contract for building this road, and, if its projectors furnish the requisite means, that fact is a sufficient guarantee for its rapid progress towards the Missouri river. Forty miles west of Dubuque are now in process of construction, and the directors are preparing for the construction of forty or fifty miles more. This enterprise will contribute essentially to the early settlement of northern Iowa, one of the most healthy, beautiful and productive portions of the Mississippi valley. The length of the road to the Missouri will be about 350 miles.

The next trunk road south of the Galena and Chicago Union Railroad, is the

Galena Air Line Railroad.

Officers the same as the Galena road.

Although this road is owned and managed by the same company as the main line of the Galena, it is for all practical purposes a separate road. The cars run on the same track as those on the main line to the Junction, 20 miles, when the road takes an "air line" west, reaching the Mississippi at Fulton city, 126 miles from Chicago. This is much the shortest line between Chicago and the Mississippi. The western end of the line was not in operation till within the last few weeks. The receipts of the Galena road as given above are enormous, considering the amount of capital invested; but they will be much larger next, and every succeeding year. The Air Line runs through a very fine country, only a small portion of which comparatively west of Fox River is yet developed. When once it is all improved, as it soon will be, it will furnish an immense local business.

At Fulton City there is a good site for bridging the Mississippi, and ere many years this will undoubtedly be accomplished to connect this line with the

Chicago, Iowa and Nebraska Railroad.

CHAS. WALKER, *President.*

JAS. PURDY, Mansfield, Ohio, *Vice Pres't.*

MILO SMITH, Clinton, Iowa, *Chief Engineer.*

This road, formerly the Lyons Iowa Central, is now in the hands of an energetic and highly responsible company, who intend to urge it forward as fast as possible to Cedar Rapids, Linn County. The line of the road by way of Cedar Rapids, Fort Dodge to Sioux city, on the Missouri River, forms a very direct route from Chicago through the heart of Iowa and Nebraska towards the South Pass, and beginning as it does on the Mississippi River, at the terminus of the Galena Air Line, it will prove a highly advantageous thoroughfare, direct and of easy grades, connecting Central Iowa and the future State of Nebraska with Chicago.

The first 20 miles of the road to the Wapsipicon River, will be put under contract as soon as the surveys can be completed, and it will probably be in operation before the close of the present year. The distance to the Missouri on this line will be about 230 miles.

We ought, perhaps, to notice with an appropriate head, the Chicago, Amboy and New Albany railroad. It is proposed to build a road from Chicago direct through Naperville, Oswego and Amboy, to New Albany on the Mississippi. Several meetings have been held and much enthusiasm is manifested by the people along the line, but as the plans for its construction are not yet matured, we prefer to wait for something more definite to transpire in reference to its prospects.

The next trunk line in order is the

Chicago, Burlington & Quincy Railroad.

JAS. F. JOY, *President.*

A. T. HALL, *Secretary and Treasurer.*

CHAS. G. HAMMOND, *Superintendent.*

J. M. BERRIEN, *Chief Engineer.*

This is in all respects one of our most important roads. It runs nearly through the centre of the Military Tract, which lies between the Illinois and Mississippi Rivers, conceded on all hands to be one of the most beautiful and fertile sections of country that can be found upon the American continent. The main line reaches the Mississippi at Burlington, 210 miles southwest from Chicago, and the Quincy Branch at Quincy, 100 miles from Galesburg. The difficulty of reaching a market has kept back a large proportion of this fine country from settlement; but it is now filling up very rapidly with an enterprising and highly intelligent class of farmers from the Eastern States, and if the business of the past year has proved highly satisfactory, that of future years must be immensely productive.

We present the following statistics of the business of this road for the last year. It should be distinctly borne in mind, however, in canvassing them, that the figures showing the receipts, number of passengers and the amounts of freight are given for the main line to Burlington for the last nine months of the year. For the months of January, February and March they are given to Mendota, 89 miles from Chicago.

The following is a statement of the earnings of the Chicago and Burlington Railroad Line for the year 1855:

Months.	Freight.	Passenger.	Mail Service.	Total.
January.....	\$24,070.63	\$10,821.76	\$414.28	\$25,306.67
February.....	15,038.81	7,492.41	414.29	22,945.57
March.....	35.0 2.42	15,416.98	414.28	58,844.38
April.....	29,821.81	22,561.27	864.28	63,447.36
May.....	81,197.81	44,184.06	1,890.29	126,751.19
June.....	100,125.41	48,863.13	1,386.29	151,377.86
July.....	807 9.67	56,198.18	1,386.29	127,317.14
August.....	103,825.13	39,458.21	1,386.29	144,673.62
September.....	101,682.65	45,417.14	1,386.29	148,486.57
October.....	39,312.01	71,891.41	1,386.29	112,592.70
November.....	97,991.45	53,008.97	1,386.29	151,299.71
December.....	73,314.95	42,306.33	1,389.29	117,012.63

Total.....\$510,062.83 \$432,570.13 \$13,221.45 \$1,255,854.39

Statement of total number of Passengers over the Road for the year 1855:

January.....	8,931	August.....	25,157
February.....	5,801	September.....	25,638
March.....	11,902	October.....	42,833
April.....	22,866	November.....	22,331
May.....	32,281	December.....	29,605
June.....	27,190		
July.....	25,249	Total.....	288,907

The following is a statement of the freight transported on the Chicago, Burlington & Quincy Railroad in 1855:

Merchandise.....	46,929,764	Fresh Provisions	622,630
Sundries.....	13,409,106	Butter.....	329,550
Furniture.....	2,450	Milk Feed.....	706,327
Machinery.....	281,018	Hams.....	5,386
Coal.....	5,457,070	Lard.....	767,141
Iron.....	7,368,672	Flour.....	20,000
Lime.....	243,336	Flour.....	bbbls, 37,835
Cement.....	69,150	Salt.....	17,335
Stone.....	1,079,785	Lime.....	1,400
Slate.....	372,400	Flour Barrels.....	No. 1,400
Bricks.....	8,290	Sheep.....	435
Sash.....	350	Horses.....	103
Ice.....	20,000	Cattle.....	2,916
Wool.....	346,807	Dressed Hogs.....	91,497
Hides.....	154,900	Live Hogs.....	63,553
Broom Corn.....	8,874	Liquor.....	bbbl, 3,769
Miscellaneous grain.....	297,416	Lumber.....	ft. 49,233,245
Wheat.....	2,213,423	Shingles.....	M. 39,46644
Corn.....	1,875,478	Lath.....	bdls, 1,0,003
Oats.....	521,123	Hoop.....	....., 19,000
Rye.....	288,567	Posts, Rails, Hoops	
Barley.....	491,739	Spokes.....	cds, 1,20442
Grass & Flax seeds.....	907,873	Wagons.....	lbs, 99,400
Potatoes.....	544,477	Cars.....	No. 107

With the whole line open only for nine months of the past year, the above figures must be highly gratifying to the friends of the road. Now that the Quincy Branch of 100 miles has been added to the main line, its business will probably be doubled during the present year; and if it should increase thereafter from 25 to 33 per cent. for an indefinite period to come, it is no more than those who are acquainted with the resources of the magnificent country through which it runs will be likely to predict.

On this road there are three freight and three passenger trains leaving the city daily.

The road next in order, which for the sake of distinctness should be noticed separately, is the

Quincy Branch.

This road branches off from the main line at Galesburg, 173 miles southwest from Chicago. It runs thence southwest to Quincy, 100 miles, making the whole distance between Chicago and Quincy 273 miles. It was opened to Galesburg, Jan. 31st., and the first through passengers from Quincy arrived in this city on Friday, Feb. 1st, 1856. The road runs through a magnificent country which will furnish it with a large and increasing business.

We notice next as an extension from Burlington, the

Burlington and Missouri Railroad.

JOSEPH HALL, Burlington, President.

H. THIELSON, " Chief Engineer.

This road is to extend from Burlington through Southern Iowa to the Missouri River. The distance is about 220 miles. It is now in process of construction some 25 or 30 miles west from Burlington will be finished to Mt. Pleasant early next spring, and arrangements are making to put under contract with a determination to complete it to Ottumwa 75 ms. on the Des Moines River by the first of Jan. 1857. For beauty and fertility the country through which it runs can scarcely be excelled, and the people along the line will no doubt secure an early completion of the road. Messrs. Clark Hendrie & Co. are the contractors.

At Quincy that branch will require but a few miles of railroad to connect with the

Hannibal and St. Joseph Railroad.

R. M. STEWART, St. Joseph, (Mo.) President.

E. B. TALCOTT, Hannibal, Aud. & Land Agent.

Congress has made a large grant of land towards its construction, and the counties along the line, and also the State of Missouri, have taken a large amount of stock. The road is graded 75 miles from Hannibal west, so that the track-laying can go along for that distance, and probably 85 miles without any interruption. There are 50 miles of iron now at Hannibal, and more will arrive as soon as the river opens. There will probably be 80 to 85 miles of the road in operation this year, and in the course of two years the whole road will be completed to St. Joseph. It will open all northern Missouri to the trade of Chicago. The road is 205 miles long.

Again we return to Chicago, and commence with the

Chicago and Rock Island Railroad.

HENRY FARNAM, President.

N. D. ELWOOD, Joliet, Secretary.

A. C. FLAGG, New York, Treasurer.

J. F. TRACY, Superintendent.

P. A. DEY, Chief Engineer.

No better example can be given of Western energy and enterprise than the rapidity with which this road was built. It was commenced on the 10th of April, 1852, and completed and opened to the traveling public on the 22d of February, 1854. One can scarcely believe that a railroad 181 miles long, could be built, and well built too, in the short space of one year, ten months and twelve days. The road follows down the Illinois to Peru, on the Illinois River, whence it sweeps across the country to Rock Island, on the Mississippi. The country through which it passes is as fine as any in the State, and, as might be expected, the road is doing an immense business. It must ever be one of our most important thoroughfares, and when the bridge over the

Mississippi, (hereafter to be noticed,) shall be completed, as it will be in a few weeks, the traffic of the road and our trade with central Iowa—one of the best and most productive sections of the Mississippi Valley—will be increased immensely.

The earnings of the road for the past year have been as follows:

	Passengers.	Freight.	Mails, &c.	Total.
January.....	\$2,082.97	\$18,336.98	\$2,800	\$23,220.95
February.....	36,316.44	22,000.00	2,800	61,116.44
March.....	56,788.91	33,049.03	2,800	93,077.94
April.....	75,777.57	40,745.26	2,800	119,322.63
May.....	83,171.28	43,819.26	2,800	129,800.51
June.....	69,220.52	51,535.67	2,550	123,315.29
July.....	40,035.86	41,035.82	1,800	82,907.48
August.....	51,934.56	49,506.08	1,800	103,241.24
September.....	83,957.45	76,032.62	1,800	141,790.07
October.....	88,954.50	89,309.04	1,800	180,063.54
November.....	66,302.76	62,220.10	1,800	130,323.86
December.....	49,815.67	44,300.13	1,800	95,915.80

Total.....\$728,966.26 \$570,713.69 \$27,550 \$1,327,238.95

There are now three passenger and two freight trains over the road every day. The western extension of this road is called the

Mississippi and Missouri Railroad.

Hon. JOHN A. DIX, New York, President.

H. PRICE, Davenport, Iowa, Secretary.

WM. WOLCOTT, Utica, N. Y., Treasurer.

J. E. HENRY, Davenport, Superintendent.

It is proper here to speak of the bridge which in some six or eight weeks will connect this with the Rock Island Railroad. The eastern division of it over the Slough, to connect the Illinois shore with the island is already completed. Its length is 474 feet. The main stream is crossed by five spans of 250 feet each, and the turn-table, making the length of this part of the bridge 1,582 feet, and the entire length of the structure is 2,056. The draw, or turn-table, is to turn on the centre pier, and will be open at all times, except when a train is passing. The bridge is built on the principle of Howe's patent truss, with the addition of arches. It is twenty-one feet above high water mark, and will be a substantial and elegant structure. Messrs. J. Warner & Co. do the stone work, and Messrs. Stone, Boomer & Bouton build the superstructure. These gentlemen, for all time to come, will have the honor of building the first railroad bridge that spanned the Father of Waters. The cost of the work will be \$250,000.

The Mississippi and Missouri Railroad is composed of three divisions, amounting in fact to three distinct roads. The first division commences at Davenport, one of the most beautiful and thriving young cities in Iowa, directly opposite Rock Island, and is to run nearly due west through central Iowa to Council Bluffs, on the Missouri River. It will pass through a magnificent country, and as Kansas and Nebraska are settling very rapidly, there can be no doubt that it would have a paying business as soon as it can be finished. This division was opened to Iowa City, 55 miles west of Davenport, on the 31st of December, 1855. The event was celebrated at Iowa City on the third of January in

splendid style. It will be completed to Council Bluffs as fast as the means of the company and the wants of the country seem to require. Its length will be about 300 miles.

The second division of the road is to extend from its junction with the first, thirteen miles north of Muscatine through that city, and thence west through Washington and Oskaloosa to the mouth of the Platte River on the Missouri. The length of the road will be about 300 miles. Twenty-five miles of the first division and thirteen miles of the second division to Muscatine were finished Nov. 20th, 1855, and being the first railroad completed in Iowa, the event was duly honored on that day by the citizens of Muscatine by a splendid festival. The contractors are now at work on the road west of Muscatine and will push it forward rapidly during the coming summer.

The third division of the road is to run north-west from Muscatine to Cedar Rapids—about fifty miles. It is expected by the friends of this road that it will ultimately be extended north-west to the south bend of the Minnesota River in Minnesota Territory.

We have now done with the railroads in Iowa and return to Illinois to notice the next and a very important branch of the Rock Island road, we mean the

Peoria and Bureau Valley Railroad.

HON. N. B. JUDD, *President.*

WASHINGTON COCKLE, Peoria, *Secretary.*

J. F. TRACY, *Superintendent.*

PETER A. DEY, *Chief Engineer.*

This road runs from Bureau, 14 miles west of Peru on the Rock Island Railroad, to the beautiful city of Peoria, 47 miles south on the Illinois River. It has been in operation since the summer of 1844, and is doing a fine business. Trains are made up regularly at Peoria and run direct to this city.

South and west of Peoria there are several roads in contemplation; but as we have no very definite facts in reference to the position of their affairs we pass them to notice the

Peoria and Hannibal Railroad.

MYRON PHELPS, Lewiston, *President.*

L. D. ERWIN, Rushville, *Vice President.*

THOS. HAMMOND, Vermont, *Secretary.*

GEO. PHELPS, Lewiston, *Treasurer.*

The above were the officers of this road at our last advices. It is to run through a very fine country, and in addition to the local business it will command, it will furnish another outlet for the Hannibal and St. Joseph Railroad, heretofore spoken of when treating of the Quincy Branch of the Chicago and Burlington road. Its length will be about 120 miles.

The next road in order is the

Peoria and Oquawka Railroad.

This road is to run from Oquawka through Galesburg and Peoria, nearly east, across the State. The Chicago and Burlington, west of Galesburg, runs on the line of the Peoria road, and that portion of the distance is given above when speaking of that road. From Peoria it is completed and in operation about twenty-two miles east, and the same distance west of that city. It is intended to complete it east to the junction with the Alton and St. Louis road, some time during the present summer, means having been secured for that purpose. The distance from Peoria to Galesburg is about 50 miles.

The next main line in order is the

Chicago, Alton and St. Louis Railroad.

S. BREWSTER, New York, *President.*

H. K. ALEXANDER, New York, *Secretary.*

S. M. BLATCHFORD, New York, *Treasurer.*

R. P. MORGAN, Bloomington, *Superintendent.*

L. DARLING, *General Agent.*

This road runs from Chicago to Alton, and by a part of the Alton and Terre Haute and the Belleville roads to St. Louis. In approaching this city from Joliet the trains come in over the Joliet and Northern Indiana and Illinois Central roads. The road is very nearly a straight line between Chicago and St. Louis, and it must ere long do an immense local as well as a very large through business. The distance from Chicago to Alton is 260 miles—Alton to St. Louis 25 miles. Our request to be furnished with the figures representing the business of this road has not been complied with; but to make our tables complete we estimate them at \$600,000. On this road one freight and two passenger trains leave the city daily.

The next road in order is the

Illinois Central Railroad.

W. H. OSBORN, New York, *President.*

W. H. ACKERMAN, New York, *Secretary.*

J. N. PERKINS, New York, *Treasurer.*

J. H. DONE, *Superintendent.*

R. B. MASON, *Chief Engineer.*

This is one of the noblest public improvements in this or any other country. It was a magnificent project to connect with the great lakes and upper Mississippi the Lower Mississippi at Cairo, between which city and the Gulf of Mexico the river affords a safe navigation for the largest class steamers, and they are scarcely ever interrupted by ice; and the means and the energy by which that project has been accomplished have been alike comprehensive and praiseworthy.

On the 20th September, 1850, Congress granted to the State of Illinois alternate sections of land for six miles on each side of the line for a railroad from Cairo to Dubuque, with a branch to Chicago. By the same law the price of all the other lands within the same distance from the

road was raised to \$2.50 per acre, and although they had been in the market for nearly thirty years, they have now all been sold at that figure. It will be seen that by this means the Government made a handsome speculation on the true Yankee principle of giving to a customer liberally in order to turn the more certainly "a nimble sixpence." By this grant the State received 2,650,000 acres of land, which on the 10th of February, 1851, were transferred to the Illinois Central Railroad Company, on condition that they would build the road within a specified time, and when the main line, or the Galena and the Chicago Branch is completed, five per cent. of the gross earnings of such line or branch shall be paid to the State, that after the 10th of February, 1857, seven per cent. of the gross earnings of the company shall be paid to the State in lieu of all other taxes. This rule first became operative last autumn, when the sum of \$29,751.59 were paid to the Treasurer of the State of Illinois.

The lands granted to the company are among the most productive in the State and are settling with great rapidity. They are sold to settlers on seven years time, only two per cent. interest for two years being required in advance, and the principal with the same interest thereafter in five equal annual payments. This brings the lands of the company within the reach of men of very small means, and with industry and economy they can support themselves and make money enough off the lands to stock and pay for them before the seven years have expired.

The transactions of the land department of the company up to the 31st December last have been as follows:

	LANDS—NUMBER OF ACRES.	
	Sold.	On hand.
Construction Bonds.....	2,000,000	319,500.97
Interest Fund.....	250,000	132,585.60
Free Land Bonds.....	345,000	76,776.54
Total.....	2,595,000	528,863.11
Sold.....		523,863.11
Aggregate of Lands.....		2,595,000.00
RECEIVED FOR LANDS.		
Notes received for Construction Lands.....		\$3,394,235.23
Notes received for Interest Fund Lands.....		141,166.11
Notes received for Free Lands.....		959,609.92
Notes received for Town Lots to Interest Fund.....		12,279.08
Total of Notes.....		\$5,007,190.94
Cash received for Pre-emption Land prior to Jan. 1, 1855, and credited in Interest Fund account of that date.....	\$242,392.23	
Cash received for balance of Lands subject to pre-emption.....	21,965.59	
Cash received, advance interest on Construction Lands.....	137,052.30	
Cash received, advance interest on Free Lands.....	22,921.73	
Cash received, advance interest and per cent. payment, Interest Fund Lands.....	153,692.87	
Cash received, advance interest and per cent. payment, Town Lots.....	19,182.17	
Total of Cash.....		\$391,336.69
Aggregates of Notes and Cash.....		\$5,398,527.63

By the charter of this company, and the transactions under it, the two millions of acres appropriated to secure the payment of the Construction Bonds were required to be carefully valued and appraised and divided into four classes.

Lists of the first and second classes have been prepared and deposited as required, and the company restricted from selling any of the lands included in those lists, at less than the minimum valuation therein fixed, to wit:

First-class—50,000 acres.....	at \$20 ½ acre.
Second-class—350,000 acres.....	at 15 ½ acre.
Of the first-class.....	50,000
There have been sold.....	7,388.03
Leaving on hand.....	42,611.97
Of the second-class.....	350,000
There have been sold.....	81,860.09
Leaving on hand.....	268,139.91
The total sales of lands appropriated to secure the Construction Bonds, as above stated, at an average of \$11.70 ½ acre, was.....	319,500.97
Deduct sales above at \$20 ½ acre, 7,388.03	
Deduct sales above at \$15 ½ acre, 81,860.09—	92,248.12
Leaves.....	227,252.85

Of the third class or valuation which have been sold at an average of \$10.20 per acre, exceeding by \$2.20 per acre the valuation of \$8 per acre fixed on the \$1,800,000 acres that constitute that class.

Of the notes on hand, \$470,000 will mature before the first day of January 1862; but, at the commencement of the land sales, certain contracts were made upon special conditions, under a policy deemed necessary, by which the payment of certain classes of notes may be postponed somewhat longer on the payment of six per cent. interest.

The official statement of the company for the last year shows the following receipts:

	Jan.	Feb.	March.	April.
Passage.....	\$24,561.11	\$24,831.77	\$39,912.70	\$53,973.26
Freight.....	16,627.92	23,991.45	39,286.02	43,729.40
Rent to other Cos.....	4,356.96	3,281.56	5,627.24	7,654.92
Mails and Express.....	2,353.19	2,863.19	2,351.19	3,993.15
Rents, &c.....	5,138.92	4,863.23	5,003.40	4,094.24
Total.....	\$57,088.10	\$69,384.20	\$92,622.55	\$113,441.11
	May.	June.	July.	Aug.
Passage.....	\$61,489.99	\$61,391.13	\$82,446.73	\$68,940.93
Freight.....	42,687.56	45,061.61	50,817.80	76,063.96
Rent to other Cos.....	8,205.90	7,396.12	8,294.68	10,142.14
Mails & Express.....	4,195.77	4,108.51	4,108.51	4,327.73
Rents, &c.....	4,554.91	5,600.76	5,153.57	4,400.75
Total.....	121,441.16	123,421.26	130,630.92	156,877.51
	Sept.	Oct.	Nov.	Dec.
Passage.....	\$72,086.53	\$95,915.12	\$75,529.87	\$77,920.29
Freight.....	67,179.62	88,813.31	80,049.38	56,412.98
Rent to other Cos.....	12,475.54	15,037.24	11,929.46	10,854.66
Mails and Express.....	4,280.66	4,390.66	4,390.66	5,157.81
Rents, &c.....	4,786.73	5,550.88	4,510.05	2,925.24
Total.....	\$60,918.98	\$249,707.21	\$176,578.93	\$133,260.99
TOTAL FOR THE YEAR.				
Passage.....	\$693,018.91	Mails & Expresses \$16,243.29		
Freight.....	630,934.91	Rents &c..... 56,822.56		
Rent of Road to other Comps.....	105,068.82	Aggregate Total \$1,531,178.81		

MILES OF RAILROAD IN OPERATION.

From Jan. 1, 1855, to Dec. 31, 1855, inclusive
—Galena to Freeport, 50 miles.
From Jan. 1, 1855, to Dec. 31, 1855, inclusive
—Cairo to Sandoval, 118 miles.
From Jan. 1, 1855, to Dec. 31, 1855, inclusive
—Decatur to Amboy, 134 miles.
From Jan. 1, 1855, to Dec. 31, 1855, inclusive
—Chicago to Urbana, 129 miles.

From Jan. 8, 1855, to Dec. 31, 1855, inclusive
 —Sandoval to Decatur, 86 miles.
 From Jan. 14, 1855, to Dec. 31, 1855, inclusive
 —Freeport to Amboy, 49 miles.
 From Jan. 14, 1855, to Dec. 31, 1855, inclusive
 —Galena to Dunleith, 17 miles.
 From Jan. 25, 1855, to Dec. 31, 1855, inclusive
 —Urbana to Mattoon, 44 miles.
 Total 627 miles.

The Main Line was opened, nominally, on the 8th of January. Trains were interrupted on the 21st by the snow-drifts on the track, and for five weeks the Main Line and Galena Branch from Decatur to Freeport was practically closed.

It will be observed from the above, that the main line from Dubuque to Cairo, 454 miles, is all completed and in operation. The Chicago Branch is finished to Mattoon, at the junction of the Alton and Terre Haute road, 172 miles south of Chicago. The remaining distance, 78 miles, to Centralia, 112 miles north of Cairo, where the Chicago Branch leaves the main line, is nearly all graded, and it will be put in running order by the time the incoming harvest is ready for marketing. Passengers from Chicago for the South take the trains on the Chicago Branch to Urbana, thence by the Illinois Great Western, hereafter to be noticed, to Decatur on the main line, and thence south to Cairo. By this route also and the Ohio and Mississippi, from Sandoval, a railroad connection is made with St. Louis.

In order that strangers at a distance may be able to trace the line of this road with an ordinary map or school atlas, we mention that the main line runs from Dunleith, opposite Dubuque, Iowa, through Freeport, Dixon, LaSalle, Bloomington, Decatur and Vandalia, and thence almost directly south to Cairo. The Chicago Branch runs a little west of south very direct to Urbana, Champaign County, and thence nearly direct to Centralia in Marion County, where it unites with the main line.

On this road, the Chicago branch, one freight and two passenger trains leave the city daily. In closing our notice of this great work we cannot do better than to quote a paragraph from our article published two years ago:

"It runs through thirty-two counties, and of the quality of the soil and its agricultural resources, it is scarcely necessary to speak. We should only repeat what we have said so often in reference to other roads. The mineral resources of this section of the State should not be forgotten in making an estimate of its business, and the benefits it is to confer upon our citizens. It runs directly across the largest coal field in the world, and with our magnificent canal and the other roads we have mentioned running south-west, will furnish us fuel not only for domestic purposes, but for the immense manufactures which will be located in every part of the city. It will bring us the products of the sunny south in a few hours, and its construction will be worth a dozen compromise measures in binding togeth-

er the North and the South in bonds of friendship and mutual interest for all time to come."

We shall pass by the Wabash Valley and the Logansport Railroads, noticed two years ago, as we hear very little said of them now, to notice the next trunk road, the

Fort Wayne and Chicago Railroad.

JOSEPH K. EGGERTON, Fort Wayne, *President*.

O. W. JEFFERDS, Fort Wayne, *Treasurer*.

JESSE L. WILLIAMS, Fort Wayne, *Chief Engineer*.

It was expected two years ago that this road would have been finished to this city more than a year since. Like many other similar projects, the "pressures of the times" have affected it and delayed its completion. It is, however, rapidly progressing, and will, ere long, be "in running order," and form with the Central Ohio and Pennsylvania lines, another great thoroughfare to the Atlantic seaboard. Had Philadelphia and Pittsburg had a proper appreciation of their own interests, it would have been done long ago. It is to run from this city very direct through Valparaiso, Plymouth, Warsaw and Columbia, to Fort Wayne, situated at the junction of the two streams which form the Maumee River. The distance by this route to Pittsburg is 462 miles, to Fort Wayne 145. On the 21st of January last the road was completed and put in operation to Columbia, the capital of Whiteley county, 20 miles west of Fort Wayne.

The road will be completed from Fort Wayne to Plymouth, 65 miles, early in the spring, where it will form a connection with the Peru and LaPorte road, which is also in such a state of forwardness that it will be finished early in the summer. These roads, with the Michigan Southern, will give us a more direct route to central Ohio, as the roads from that part of the State are completed to Fort Wayne.

The company own large and convenient depot grounds in this city. Hon. WM. B. OGDEN and Dr. EVANS are the Chicago directors, who will give any other information in reference to the progress and prospects of the work.

The two great Eastern lines, with their branches, only remain to be noticed in this connection. The first in order is the

Michigan Southern & Northern Indiana R. R.

HON. JOHN WILKINSON, Syracuse, *President*.

E. H. HOPKINS, New York, *Secretary*.

E. C. LITCHFIELD, New York, *Treasurer*.

JAS. MOORE, Adrian, Mich., *Superintendent*.

JOHN B. JERVIS, New York, *Chief Engineer*.

GEO. M. GRAY, General Agent.

This was the second railroad opened to Chicago. That important event happened on the 20th of February, 1852. Previous to that the Galena trains alone entered the city, and this road was done only to Elgin, 40 miles west of Chicago. Hence it is less than four years since Chicago

could boast of only one railroad entering the city. The world has never seen such progress in physical improvement—such a vast development of resources as we have witnessed around us within the last four years.

We need not give in detail a description of this road. It runs direct to Toledo, 242 miles, and to Monroe, 245 miles. The distance to Monroe from Adrian, where the road branches, is 30 miles. By the roads on the south shore of Lake Erie, it has connections with all the roads running south and southeast through Ohio and Pennsylvania; and with the New York and Erie and the New York Central roads with all the cities on the Atlantic seaboard. Within a few months the bridge over the Maumee at Toledo has been completed, and hence there are no more "ferries" to delay passengers, east and west.

On this road there are four passenger and two freight trains leaving the city daily. We have not been able to procure a statement in detail of the business of the road for the last year. The total earnings as compared with the previous year are as follows:

	1854.	1855.
January.....	\$ 88,325.32	\$120,171.37
February.....	94,757.03	107,743.39
March.....	149,586.94	203,614.69
April.....	169,833.65	246,127.15
May.....	227,377.80	270,970.74
June.....	214,534.82	248,370.71
July.....	144,242.63	153,656.52
August.....	167,715.01	196,944.66
September.....	225,401.51	256,889.26
October.....	292,146.86	343,029.63
November.....	233,756.83	260,564.68
December.....	151,493.17	207,547.02
Total.....	\$2,153,311.91	2,595,630.22

As a branch of this road we notice the

Cincinnati, Peru and Chicago Railroad.

Hon. Wm. BEBB, Rockford, Ill., *President*.

J. C. PAYNE, Peru, Ind., *Secretary*,

were among the officers of this road at our last advice. It is to connect LaPorte on the Michigan Southern road, with several important lines from Ohio at Peru, Indiana. Its length is about 70 miles. It is to be finished early in the season, and as noticed, when speaking above of the Fort Wayne road, will open an extensive region of country to the commerce of this city. We sincerely hope there will be found no obstacles in the way of its early completion.

Next we have the

Michigan Central Railroad.

J. W. BROOKS, Detroit, *President*.

ISAAC LIVERMORE, Boston, *Treasurer*.

R. N. RICE, Detroit, *Superintendent*.

GEORGE WILLIAMS, Jr., *General Agent*.

This has always been one of the best managed and most successful roads in the country. It was opened to this city on the 21st of May, 1852. It has always done an immense business, as the figures representing its traffic abundantly prove. With the Canada Great Western Railway, New York Central, Canandaigua, and Niagara Falls, and New York and Erie Railroads, it furnishes a great thoroughfare to the seaboard. The Canada

Grand Trunk Railway is also completed from Hamilton to Toronto, and in a year or two will be finished to Montreal and Quebec, giving us, after traversing Canada, another great line through the State of Maine to the seaboard at Portland.

At Niagara Falls passengers have an opportunity to examine one of the sublimest natural objects upon the globe; while the boldness which could plan and the ability and the energy which could complete a substantial railroad bridge across the awful chasm at the foot of the Falls, impress the beholder with a conception of man's genius and power scarcely less soul-thrilling and sublime.

The earnings of the road for the past year have been as follows:

	January.	February.	March.
Passengers.....	\$5,583.30	\$4,050.12	\$9,428.12
Freight.....	60,275.48	41,690.12	71,367.00
Miscellan's, Mail, &c.,	6,612.05	6,926.36	7,058.89
Total.....	\$122,469.83	\$93,266.43	\$161,054.01
	April.	May.	June.
Passengers.....	\$132,538.90	\$170,275.45	\$146,706.02
Freight.....	95,738.88	115,643.57	84,073.15
Miscellan's, Mail, &c.,	7,207.21	7,520.49	6,298.25
Total.....	\$235,484.79	\$293,338.51	\$267,749.42
	July.	August.	September.
Passengers.....	\$110,334.20	\$125,643.55	\$139,126.16
Freight.....	64,155.88	69,914.84	97,185.57
Miscellan's, Mail, &c.,	8,834.16	7,049.06	7,227.06
Total.....	\$182,222.21	\$203,607.25	\$263,538.76
	October.	November.	December.
Passengers.....	\$204,287.65	\$128,040.65	\$91,142.55
Freight.....	116,032.47	159,104.98	123,581.39
Miscellan's, Mail, &c.,	10,430.93	7,894.15	6,125.34
Total.....	\$330,749.05	\$305,095.73	\$221,649.28
Passengers.	Freight.	Mail, Mts.	
Total for the year.....	\$1,461,414.39	\$1,098,650.15	\$490,170.92
Grand Total of the whole.....	2,450,233.37		

On this road there are four passenger and two freight trains leaving the city daily. The distance from Chicago to Detroit is 232 miles.

As a branch of the Michigan Central we have the

New Albany and Salem Railroad.

WALTER BROOKS, Lafayette, *President*.

JOHN B. ANDERSON, Michigan City, *Supt.*

This road is entirely within the State of Indiana, connecting Michigan City, on Lake Michigan, with New Albany, nearly opposite Louisville, Ky., on the Ohio River. But as trains run regularly on that line to Chicago, taking the Michigan Central Road from Michigan City, it is entirely proper to regard it as a part of the Chicago railroad system. Our merchants are doing a large business along the line of this road, and being the most direct route through Central Indiana to Cincinnati and Louisville, its passenger business to Chicago is also very considerable. Its length is 284 miles.

The road has been in operation only a little more than a year and a half, and its receipts may be expected to increase in a large ratio as there is an extensive district of very fine country along the line, which is rapidly developing.

The following table shows the amount of receipts for the past year:

Month.	Freight.	Passengers.	Mail.	Total.
January....	\$19,051.83	\$31,781.98	\$1,837.50	\$42,671.31
February....	17,244.10	15,841.28	1,837.50	35,002.88
March.....	30,831.22	24,542.33	1,837.50	57,211.05
April.....	31,213.37	24,822.83	1,837.50	62,873.70
May.....	31,005.79	34,325.90	1,837.50	97,169.19
June.....	30,284.94	28,040.87	1,837.50	60,163.31
July.....	20,985.51	27,268.23	1,837.50	50,091.24
August.....	27,017.08	29,656.66	1,837.50	58,511.24
September..	33,174.97	31,724.67	1,837.50	66,746.54
October.....	35,150.53	44,314.33	1,837.50	81,302.26
November..	32,113.93	32,608.74	1,837.50	66,560.17
December..	40,403.07	35,591.43	1,837.50	67,832.00
Total....	\$348,555.34	\$345,588.54	\$22,020.00	\$716,193.78

Increase for the last 6 months of 1855 over 1854. \$70,366.03

From this statement it will be seen that the total earnings of the road for the last year were \$716,193.78, and that the increase of the last six months of 1855 over those of 1854, were \$70,366.23.

As it is now midwinter, there is but one passenger train, the Cincinnati express, running direct from this road into the city. Several others run to Michigan city, connecting there with the Michigan Central trains, east and west. As soon as spring opens, the business will doubtless require greatly increased facilities.

The above completes our sketch of the roads which properly concentrate at Chicago. But all the roads which run across the State nearly east and West, south of the city, contribute business to those that do centre here, and are in fact auxiliary to our system. They take some freight and doubtless many passengers, that would otherwise come to Chicago were they not in existence; but they also contribute somewhat to her prosperity. Chicago has an ample field for her enterprise, she has a substantial basis for almost unlimited growth, and has nothing to fear in this regard.

That part of the Laporte and Northern Indiana Road, which is completed east of Joliet, was included in our notice of the Chicago, Alton and St. Louis Road, and the Peoria and Oquawka was noticed in connection with the Rock Island.

The next road south of these, running nearly east and west, is the

Great Western Railroad.

J. M. CATLIN, New York, *President*.

E. BEMENT, New York, *Secretary*.

T. J. CARTER, Springfield, Ill., *Vice-President and Superintendent*.

This road is now finished and in operation from Naples, on the Illinois River, to Tolono, on the Chicago Branch of the Illinois Central, a distance of 132 miles. As it was the first road completed in the State, we subjoin the following notice of its history, kindly furnished us by T. J. CARTER, the Superintendent.

The Great Western Railroad of Illinois was the first and only railroad finished for operation under the "Internal Improvement System" in this State. It was commenced in 1837 and completed between Springfield and the Illinois River, fifty-five miles, in 1840, having been prosecuted with much energy, and considered of vital importance

to secure a reliable communication between the capital and principal navigable river in the State.

The original route designated from Quincy on the Mississippi River to the east limit of the State, passing through Naples, Jacksonville, Springfield, Decatur and Danville, forming an east and west road entirely across the central portion of the State.

The road was constructed in accordance with the early mode of building railroads with the "flat rail" laid on wood sills, consequently rapidly deteriorated, and in a few years was not in condition for available service.

The importance of the line to the interests in the vicinity, the desire for its ultimate extension and prospects of a successful enterprise, induced several capitalists of energy and ability to purchase it of the State in 1847, upon condition that the road should be repaired and put in condition for use, and should be completed to the east line of the State.

It was again in successful operation in 1849, with increased facilities for transportation, but not to the extent the increased traffic required. In 1853 it was relaid with heavy rail and, with additional equipments, furnished the means of transportation to the increased business accumulating along the line, and requiring its extension from Springfield to Decatur, which was opened for use in 1854, forming a connection with the main line of the Illinois Central Railroad, thereby facilitating the early completion of that road in the transportation of iron and other materials.

The road was further extended from Decatur to the Chicago Branch of the Illinois Central road, which portion was opened for use in 1855, thus affording an important connection between the main line and branch of the Illinois Central Road, and a good route between Chicago and Cairo; also with the country roads in the State. The road is still in rapid progress, under contract, and the present year will be completed to the State line near Danville. It is also proposed to extend the line westerly from the Illinois to the Mississippi River at Hannibal, connecting with the Hannibal and St. Joseph Railroad now in rapid progress.

It has also nearly completed another line extending entirely to Toledo on Lake Erie, with which it will form the most direct and expeditious line of road between the Missouri, Mississippi and Illinois Rivers to Lake Erie, passing through a very fertile and productive portion of the State, which is now well settled, furnishing a large and lucrative traffic to the road.

It forms connections with other interactory lines of road, which by reciprocity of business will render it a great thoroughfare, and contribute much to the traffic of these roads.

The total length of the road, when completed

from Quincy to the State line east of Danville, will be 216 miles.

The next road in order is the

Alton and Terre Haute Railroad.

L. R. SARGENT, Alton, *Superintendent*.

This road extends entirely across the State from Alton to Terre Haute, on the Wabash, near the western line of Indiana. Its length is 173 miles. It is all completed and in operation, and with the Chicago branch of the Ill. Central, gives us a direct railroad connection with Terre Haute. It runs through a splendid country, and must contribute largely to the prosperity of the State.

Our next road is the

Belleville and Illinoistown Railroad.

L. R. SARGENT, Alton, *Superintendent*.

Two sections or divisions of this road are completed, one running from Illinoistown, opposite St. Louis, to Belleville, 14 miles, and the other running from Illinoistown, north, 20 miles, to the junction with the Alton and Terre Haute Road, about five miles east of Alton. The only road remaining to be noticed is the

Ohio and Mississippi Railroad.

JAS. A. WARD, St. Louis, *Superintendent*.

This road is to run from Illinoistown, opposite St. Louis, to Cincinnati. It is of the wide or six foot gauge, and when completed, will be a truly magnificent work. It is finished from Illinoistown entirely across the State to Vincennes, Indiana, 147 miles. The company intend to have the entire line to Cincinnati done within a year and a half.

There are doubtless other projects which we ought to notice, but our article is already long, and we must stop somewhere.

It remains that we should condense the facts above detailed into a short compass, that our readers may see at a glance the mighty achievements which have been accomplished within the last four years.

The following list embraces the railroads projected, or that are now completed, which centre in Chicago, extending in most cases only a single State beyond our own. The trunk lines are set close to the left of the column—the branch and extension lines are indented.

Chicago and Milwaukee.....	miles, 85
Kenosha and Beloit.....	45
Racine and Mississippi.....	70
Chicago, St. Paul and Fond du Lac.....	173
Fond du Lac and Lake Superior.....	250
St. Paul Branch.....	330
Milwaukee and La Crosse, Western Division.....	150
Milwaukee and Mississippi.....	96
Galena and Chicago Union to Freeport.....	121
Fox River Valley.....	52
Wisconsin Central to Stevens' Point.....	150
Beloit Branch of the Galena Railroad.....	20
Beloit and Madison Railroad.....	30
Prarie du Chen and La Crosse.....	180
Dubuque and La Pacific.....	330
Galena Air Line.....	136
Chicago, Iowa and Nebraska.....	230
Chicago, Burlington and Quincy.....	210
Quincy Branch.....	100
Burlington and Missouri.....	220
Hannibal and St. Joseph's.....	201

Chicago and Rock Island.....	181
Mississippi and Missouri, 1st Division.....	300
" " " 2nd ".....	30
" " " 3rd ".....	50
Peoria and Bureau Valley.....	47
Peoria and Hannibal.....	110
Peoria and Oquawka.....	100
Chicago, Alton and St. Louis.....	260
Illinois Central.....	754
Fort Wayne and Chicago.....	145
Michigan Southern and Northern Indiana.....	242
Monroe Branch.....	30
Cincinnati, Peru and Chicago.....	70
Michigan Central.....	283
New Albany and Salem.....	254

Total, 11 Trunk and 23 Branch and Extension Lines.....miles, 6,449

Those who compare this list with the one published two years ago, will observe that the names of several of the roads have been changed; three of the proposed trunk and several extension lines have been dropped. We have given only those which are now in operation, or that there is a fair prospect to be built within a reasonable time. Our object is to give a correct statement of the roads as they now stand.

The following list embraces the trunk roads and branches now actually in operation which have Chicago as their common focus:

Chicago and Milwaukee.....	miles, 85
Racine and Mississippi.....	46
Chicago, St. Paul and Fond du Lac.....	82
Galena and Chicago Union.....	121
Fox River Valley.....	52
Beloit Branch of the Galena.....	20
Beloit and Madison.....	17
Galena Air Line.....	136
Chicago, Burlington and Quincy.....	210
Quincy Branch.....	100
Chicago and Rock Island.....	181
Mississippi and Missouri, 1st Division.....	35
" " " 2d ".....	13
Peoria and Bureau Valley.....	47
Peoria and Oquawka.....	100
Chicago, Alton and St. Louis.....	260
Illinois Central.....	626
Fort Wayne and Chicago.....	20
Michigan Southern and Northern Indiana.....	242
Monroe Branch.....	30
Michigan Central.....	283
New Albany and Salem.....	254

Total miles of completed Road, 10 Trunk and 11 Branch Lines.....miles, 2,903

Taking the sections and branches of the above roads that are in the State of Illinois, and adding the lengths to the last four mentioned in our sketch, which run east and west through the State, we find that there are now in actual operation in the State of Illinois two thousand four hundred and ten miles of railroad. Four years ago to-day there were only ninety-five. The world has never before seen so much physical progress in so short a period.

The total number of trains which now, (mid-winter) arrive and depart from the city daily amount to fifty-eight passenger and thirty-eight freight trains, in all ninety-six. It is safe to add from 12 to 20 per cent. for the number as soon as the spring business opens, so that on the first of May the number will be at least from 110 to 115.

We know not how the earnings of our roads will compare with those centering in other cities. Let them publish a table showing their receipts and the public will be able to make the comparison. Here is ours.

The following table shows the receipts of the railroads centering in Chicago, for the year 1855:

	Pass'grs.	Freight.	Mail, &c.	Total.
C. & Mil. our estimate.....				275,000.00
Cgo. St. P. & Fond du Lac.....	25,577.93	47,721.41		73,299.34
G. & C. U.....	844,421.50	1,401,294.19	26,895.19	2,272,610.78
Cgo. B. & Q.....	810,062.83	432,570.13	13,221.43	1,255,854.39
Cgo. & R. I.....	728,966.26	570,712.69	27,350.00	1,327,028.95
C. A. & St. L. our estimate.....				600,000.00
Ill. Central.....	603,083.93	630,384.91	208,134.97	1,521,603.81
M. St. & N. I.....				9,535,630.32
N. Central.....	1,461,414.41	1,098,670.15	90,770.42	2,650,854.98
N. A. & Salt M.....	345,555.54	345,555.54	22,020.00	713,131.08
Total.....				\$13,298,201.09

In the above table we have not footed up the receipts for passengers, freight, mails and miscellaneous, as they were not furnished us by all the roads. We think, however, that the total receipts, more than thirteen million and a quarter, will do very well for a city, which only *four years* ago had only forty miles of railroad completed and in operation.

As this is the last of four leading statistical articles, published since the first of January, it remains that we should give a brief synopsis, that our readers may see at a glance the progress of the last and the three previous years. We present the following

General Summary.

Total number of miles of railroad centering in Chicago Feb. 16th, 1852.....	40
Total number of miles now completed and in operation.....	2,933
Increase in four years, or more than 700 miles per year.....	2,893
Total number of miles projected to be completed in from five to eight years.....	6,449
Total number of miles of railroad in operation in the State of Illinois Feb. 16th, 1852, four years ago.....	95
Total number of miles now in operation.....	2,410
Increase in the State in four years.....	2,315
The total earnings of all the railroads (49 miles) leading in to the city during the year 1851, say.....	\$40,000
Total earnings of the road leading into the city for the year 1855.....	\$13,298,201.09
Increase in four years, <i>thirteen and a quarter millions of dollars</i>	13,258,201.09
Total number of trains arriving and departing now (mid winter) daily, 96. Add 12 to 20 per cent. when the spring business comes and the number will be about.....	110
Number of points at which the Chicago railroads reach the Mississippi.....	8
Population of Chicago in 1852.....	38,783
Population of Chicago in 1855, or nearly 150 per cent. in three years.....	83,509
Total receipts of grain at Chicago for the year 1854.....	15,804,423
Total receipts of grain for 1855. Increase about 93 per cent.....	20,457,958
Total shipments of grain from the port of Chicago for the year 1855.....	16,633,813
Total number of logs handled in Chicago for 1854-5.....	138,515
Total value of the beef packed in Chicago in 1855.....	\$1,152,420.96
Receipts of lumber at the port of Chicago for 1855.....	326,553,467
Now laid up in the port of Chicago. Steamers, Propellers, Sail Vessels, &c.....	233
Total number of vessels arriving in Chicago during the last year.....	5,410
The total tonnage of vessels arriving in this port for 1855.....	1,068,845
Amount of imports received on foreign goods at the Chicago Custom House.....	\$296,844.75
Total amount of capital invested in manufactures during the year 1855; showing \$2,050,000 increase over the previous year	\$6,295,000
Total number of men employed in manufacturing (increase in '55 3,710).....	8,740
Total value of manufactured articles, (increase in 1855 \$3,161,491).....	\$11,031,491
Total amount expended in improvements, stores, dwellings, hotels, &c., (increase in 1855, \$1,296,244).....	\$3,735,254

Had we time and space we might be tempted to dwell at length upon the glowing picture, suggested by the facts in the above general summary. The figures are themselves much more eloquent and absorbing than any language at our command. When the citizens of Chicago and the State of Illinois are charged with exaggeration by those who dwell in the *finished* cities and states at the East, they can point with confidence and pride to the above facts, and say "gentlemen here are the figures, sober, stubborn figures, which cannot lie." Such figures are more potent and convincing than a thousand arguments, and while they afford an index to a just conception of what the west and its great commercial centre now are, they point with unerring significance to a bright and glorious future. It has been asserted that the kingdoms of Europe were sifted of their most enterprising and their noblest men to settle the American colonies; and it may with equal justice be said, that all the states north of Tennessee and the Carolinas, have sent their most energetic intelligent citizens, with a mighty host of untiring energetic men from Europe, to settle and subdue that vast and magnificent country lying between the western shore of Lake Michigan and the Rocky Mountains. Could any other men and any other country have produced such results?

In canvassing these results, it should be remembered that twenty years ago Chicago was not a city. She was only an insignificant town at the southern end of Lake Michigan, and within that period, the wolves during the night roamed all over where the city now stands. It is but little more than twenty-two years since the Indians were removed west of the Mississippi, under the direction of Col. RUSSELL. Twenty years ago only an occasional schooner of two or three hundred tons visited Chicago; two hundred and thirty-three vessels are now wintering in her harbor, and the arrivals for the past year were five thousand four hundred and ten. Then Chicago imported most of her provisions; last year the beef packed in the city was worth \$1,152,420.96. She exported 16,633,813 bushels of grain, the value of which must have been from twelve to fifteen millions of dollars. She is now acknowledged to be the greatest primary grain port in the world, and purchasers from Europe find it for their advantage to buy largely in this market. The wheat that last year was grown on the prairies of Illinois, is now feeding the far-off subjects of Victoria and Napoleon. During the last year the citizens of Chicago manufactured articles to the value of eleven millions of dollars, and invested \$2,735,000 in substantial improvements. Her lumber trade reached the enormous amount of three hundred and twenty-six and a quarter millions of feet. When we contemplate our railroad system the progress is still more marked and amazing. Four years

ago we had only forty miles of road leading into the city; now we have 2,933 miles completed and in operation. Our lines reach the Mississippi at eight different points. Nearly a hundred, and as soon as navigation opens, more than a hundred trains of cars will arrive and depart daily; and, if possible, more astonishing than all this is the fact that, for the last year, the earnings of these roads have reached the enormous sum of *thirteen and a quarter millions of dollars*. The population of Chicago has increased, in the mean time, from thirty-eight to eighty-five thousand—nearly one hundred and fifty per cent. in the short space of three years.

And yet, for all these railroads, Chicago, in her corporate capacity, has never expended a *single dollar*. Eastern and foreign capital, proverbially cautious, and even skeptical though it be, has done the mighty work. There has been no spasmodic effort to accomplish it. All has been done quietly; the wealth of soil, and the mineral treasures beneath it, affording a sure basis for a profitable return for every investment. Compared with other cities, Chicago owes but a mere nominal sum. Her principal debt is for her water works, and the revenue derived from water rents will, ere long, pay the interest, and in the end liquidate the debt. She has now adopted a general, and it is believed an efficient plan of sewerage, for which an additional loan will be made, but the advantages, to be derived from it will be a hundred fold more than the cost. Most of the streets yet remain to be paved, from the necessities of the case, plank having been heretofore used; but for this the adjoining property is taxed, and we see no occasion for an increase of her debt beyond the expense of the sewerage and the water works.

Does any one ask, are these things to continue? Is the progress of the past four years to go forward in the same ratio? These are questions we dare not answer. Reader, while perusing these paragraphs, place your map before you, attend carefully to a few facts, and then answer these questions for yourself. Between the western shore of Lake Michigan and the Rocky Mountains there are 700,000 square miles of territory enough to make 14 States as large as Ohio. The productions of 50,000 square miles of that territory, certainly with not half its resources developed, have made Chicago what she is in less than twenty, and built her thousands of miles of railroads in four years. Great and astonishing as have been the achievements of our railroad kings, they have merely penetrated the borders of this vast and magnificent country. For richness of soil, the character and extent of its mineral treasures, for manufacturing and commercial resources, and capacity for sustaining a dense population, its superior cannot be found upon the face of the globe.

The progress of the city for the last four years

has indeed been wonderful; but all intelligent men know that it has by no means been able to keep pace with the growth of the country that is tributary to it. As fast as the resistless advancing wave of population rolls over this vast fertile country, the railroad rushes onward and pours its commerce and its wealth into the lap of Chicago. Look at our mighty inland seas. Suppose it to be May. Yonder noble steamer is bound a thousand miles away to the head of Lake Superior; that propeller making the harbor has just arrived from Buffalo, a voyage of another thousand miles; and that joyous barque loaded with wheat has cleared for Ogdensburg, thirteen hundred miles, away beyond Lake Ontario on the St. Lawrence. Four years ago the commerce of these lakes had already exceeded in value the entire foreign commerce of the whole Union. And now with these facts before him, situated, as Chicago is, at the head of these vast inland seas and holding the key to their commerce; with her railroads piercing the vast country that is tributary to her in all directions; and with a ceaseless, ever-deepening stream of the vigorous, the intelligent and the enterprising population of the eastern States and of Europe, rolling over it with ever-increasing power; with the achievements and the progress of the last four years before him, he would be a bold, almost an insane reasoner who should dare to predict what the next ten years will accomplish.

Again our task is finished. The figures which represent the commerce, the manufactures and the improvements of our city for the past year, and the condition and the earnings of our railroads, have been placed before the readers of the DEMOCRATIC PRESS. If our labors, year by year, in this regard have promoted in anywise the interests of our city and our great and glorious Northwest; if they have reached the dwellers among the bleak and barren hills, and the rock-ribbed mountains of the Eastern and the Middle States, and enticed the more enterprising away toward the setting sun; if they have had, or hereafter may have, any influence in changing our broad prairies into fruitful fields, and in bordering our beautiful groves with ample farm-houses—the homes of comfort, plenty, intelligence, virtue and peace—though among the many millions who are soon to people this mighty valley our names should be forgotten, may we not hope that we have contributed somewhat to the happiness and the progress of our race. Let us be assured of that, and we have obtained our greatest and most coveted reward.

P. S.—Since our article was published on Saturday, Feb. 16th, we have been furnished with the following in relation to the

Dubuque and Pacific Railroad.

J. FARLEY, Dubuque, *President*.

B. B. PROVOOST, " *Engineer*.

R. B. MASON, Chicago, *Contractor*.

This road is an extension of the great east and west system of railroads, which, starting from

Boston in 1838, under the title of Boston and Worcester Railroad, was built to Worcester, thence as the Great Western Railroad of Massachusetts pushed on to Albany; thence, step by step, to Chicago, and from Chicago, by the Galena and Chicago Union and Illinois Central Roads to Dunleith.

Each of these roads was the first built from its starting point; each selected the best route to the West.

The Dubuque and Pacific Railroad, like those named above, is the first railroad started west from Dubuque, and like them had the first choice of routes for its location. This railroad to Dyersville, 20 miles west of Dubuque, Col. R. B. Mason is now building, which is to be and will be ready for trains and business by the 1st of November, 1856. Forty miles more to Independence is under contract, and thence the road is to be extended due west to the Missouri River at the mouth of the Big Sioux.

Dubuque is growing only as western cities do, and has doubled its population, which is now 12,000, in less than three years. Northern Iowa, too, is filling up at an incredible rate, as emigration and the rush to the Land Offices recently opened show, and by the time the 70 miles under contract is finished there will be sufficient local business to support the road.

The Democratic Press Establishment in 1856.

Having in the series of statistical articles which we bring to a conclusion to-day, presented a full and complete exposé of what almost everybody in Chicago, save our selves, has been doing during the past year, we now propose very briefly to give some general idea respecting the operations and growth of our own establishment. The first number of the DEMOCRATIC PRESS was issued on the 16th day of September, 1852—three years and five months ago—without having previously made any effort to secure a subscription list to warrant the undertaking. We felt assured in our own minds that in our city there remained a broad field of journalism very inadequately occupied, and that whoever entered upon it and properly cultivated it, would meet a public want, nor lack for satisfactory patronage. Our journal came before the public for this object, and standing alone upon its merits, asked for such support as it deserved. Unlike too many other journals, it was not established with the view of building up the fortunes of this politician or ruining those of that—of being the mouthpiece of either county or State cliques—of being so allied to party as to fetter the independence of its conductors in the slightest degree; consequently the PRESS has been no favorite of mere politicians. From the outset they saw in it an enemy to every species of political corruption and chicanery, under whatsoever party name they were sought to be disguised; and so they have labored assiduously against it, in season and out of season, knowing that their profession had nothing to hope from a journal

conducted upon such principles. Unlike other journals, too, the PRESS was not established with the view of making politics paramount to every other interest. Our city, the State, the great Northwest, and whatever either directly or indirectly pertained to their moral and material interests—these were to constitute the leading topics of discussion within its columns—these were to be the chief subjects of study and investigation on the part of its editors.

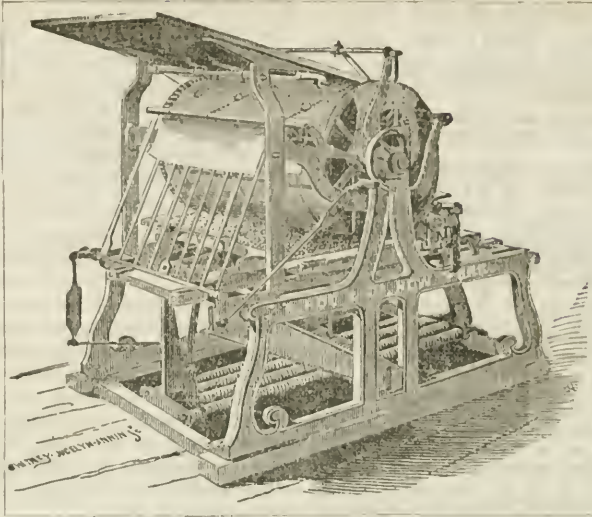
Commencing with a comparatively small outlay of capital, and without a single name upon our subscription list, the DEMOCRATIC PRESS establishment has steadily gone forward, surmounting every obstacle which the envy and malice of opponents could thrust in its way, the paper constantly growing in circulation, and our general business increasing in amount with every new day, until it has become the largest printing establishment west of New York and Boston, enjoying a reputation beyond the possibility of politicians to injure it in the public estimation, and with a circulation second only to the papers printed in the chief cities of the Union.

The capital invested in our business at the present time amounts to about \$75,000. We have in use and under contract *eleven power presses*, combining all of the latest improvements, including one of Hoe's largest Double-Cylinder machines, and two of Gordon's patent Fire-Fly card presses, one of which feeds itself, prints, cuts and counts at the rate of 20,000 cards per hour, and the other 10,000 per hour. It is the perfection of machinery in this line. We have in our office, and running by steam also, much other improved machinery connected with the business of newspaper, book and job printing, among which we may mention paper folders, which take the papers as they come from the press, and fold them ready for mailing almost in a twinkling. At the present time we have 65 men and boys employed in the different departments of our establishment, and our current business is at the rate of \$100,000 per annum. It has been our aim, as well as our pride, to make the DEMOCRATIC PRESS establishment a fair exponent of our rapidly growing and prosperous city, and in this effort we flatter ourselves we have been entirely successful.

This much we feel that we have a right to say respecting the measure of success that has crowned our endeavors, and it contributes not a little to our gratification to know, that there are thousands of readers of the DEMOCRATIC PRESS throughout the Northwest who will receive this assurance of its prosperity and prospects with almost as much genuine pleasure as though they were parties in interest themselves. We shall at all times be pleased to see these friends and others at our office when they visit the city, and will take much pleasure in showing them through the establishment.

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
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Persons residing in the interior of England, Scotland or Ireland, desiring to remit money to their friends in the Western States or Territories of the United States, can do so by lodging their money with the nearest Bank, and requesting the manager to procure, either of Messrs. Baring, Bro. & Co., or of the London and Westminster Bank, a Letter of Credit for the amount, payable at Chicago, in favor of the person in the United States, to whom they wish to remit money, which Letters of Credit will be cashed by the undersigned at Chicago, or if required, can be made available with any of the correspondents of the undersigned throughout the United States; or otherwise, money may be lodged to the credit of the undersigned with the Provincial Bank of Ireland, Dublin; National Bank of Scotland, Edinburgh; or with any of the houses in the Old Country above named; and the sum so lodged will be paid by the undersigned to the person in whose favor the same may be advised by the bank or house receiving the same.

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Will buy and sell on Commission

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CITY REAL ESTATE BROKERS, AND GENERAL AGENTS,

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THE CITY LIMITS.

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Investments for non-residents made
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A CITY OF ONE HUNDRED THOUSAND PEOPLE!!

NO ONE, we think, who looks at the present position of Chicago, and reflects that it is situated at the head of navigation on the GREAT LAKES, within reach of the COAL FIELDS of Illinois, the LEAD MINES of Galena, and the IRON and COPPER of Lake Superior, and surrounded by the great Agricultural Fields of the West, making us now

The greatest primary Grain Market of the World,

can doubt that she is destined to stand among the GREAT CITIES of this Continent! With these facts so self-evident, and with the fact that but a tithe, as yet, of these advantages are practically developed, it is very clear that our city has but just commenced to grow; and we assert the fact to be, that in no city in the United States are there so

GOOD CHANCES FOR PAYING INVESTMENTS,

(Whether it be in prosecuting some of the various mechanical or mercantile pursuits, loaning money, well secured, or the purchasing, judiciously, of Real Estate), as are presented at this time,

IN THE CITY OF CHICAGO AND ITS VICINITY.

The arrangements of our HOUSE, and our knowledge of the property in this city and vicinity, as well as of our acquaintance with the condition of the makers of the Bonds, Notes, and Obligations offered for sale, are such as will result to the advantage of those desiring to invest here, whether the buyer visits us in person, or gives orders per mail or otherwise.

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or any of the Chicago Bankers; or by Drafts on the Eastern cities, together with such instructions as will inform us of their wishes in the premises.

We ask a calm reading of the facts and figures so amply set forth in the published history of our Commerce and Railroads, issued last Spring in pamphlet form, as also that contained in this pamphlet, we calling special attention to the articles on Railroads and the Statistics of Population and merely to aid reflection, suggest five points:

1st That at this time there are arriving and departing over one hundred trains of cars daily from this our "Garden City."

2d. That all these FOURTEEN RAILROADS and some THIRTY EXTENSION BRANCH LINES, centering here, have been built so far, and will all be completed entire in 1856, without one dollar of expense or liability to the City of Chicago and giving an aggregate of some eight thousand miles of Railroads.

3d. That the increase of population for the year 1853, was twenty-two thousand persons; equal to fifty-seven per cent. and the census completed July, 1855, shows a population of over 83,000.

4th That the aggregate amount of manufactures for 1855 is over Eleven Millions of Dollars.

5th. That the total value of Real and Personal property in 1840 was \$1,854,205, and in 1855 \$33,000,000.

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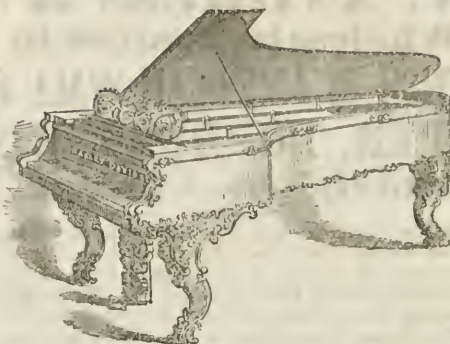
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